SHOW REPORT

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TRUCKS & VANS

TRANSMISSION NOISE

How Metalastik tackle and solve the problems

Many transmission systems which, from their design and workmanship, could be expected to be reasonably quiet, do in fact turn out to be unexpectedly noisy.

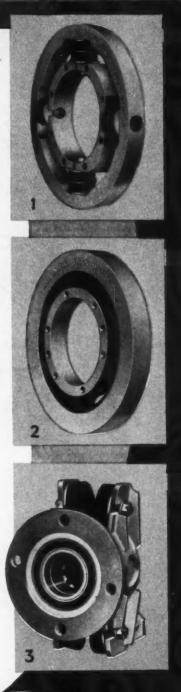
We have analysed and diagnosed a number of such cases, and find that as a rule resonant torsional vibration is the culprit, a conclusion which agrees with the practical observation by some engineers that a normally noisy transmission becomes markedly quieter when driven through a fluid flywheel.

In most cases, one or another form of the Metalastik torsional vibration damper makes a striking improvement. Two forms, shown at 1 and 2, are used when analysis has shown the trouble to be due to resonant torsional vibration or cyclic fluctuation of the flywheel. They can be fitted in either of the positions shown, either behind the gearbox or in front of the final drive. When the amplitudes are unusually large the Metalastik unit No. 3 is used.

This is not an inertia-type damper but a flexible coupling, in which low torques—at which most of the flutter occurs—are transmitted with considerable flexibility by a bush in torsion, the buffers taking up the drive only at high torque. This coupling is fitted between engine and gearbox.

Our engineers are always available to investigate problems and to bring to bear their unsurpassed experience.

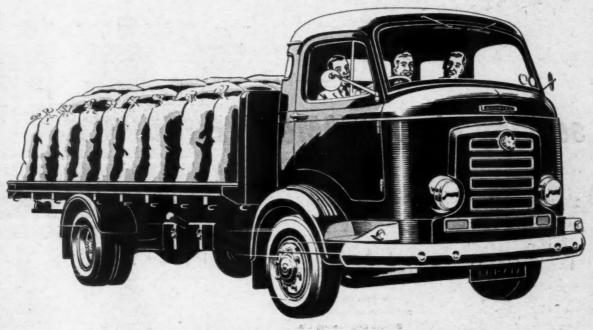
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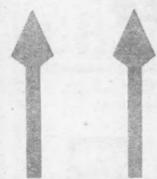
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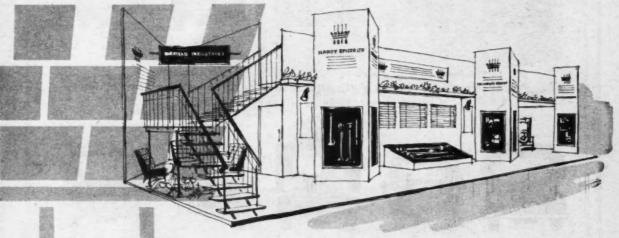
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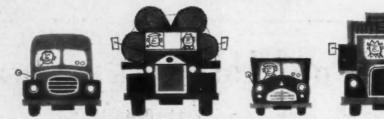
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The crankcase was damaged on both sides, and a piece of metal was broken away the entire width of one of the access doors. The bedplate was broken also, and there were sundry cracks in both castings. The first picture shows one side of the 18 ft. crankcase and affords some idea of the damage Barimar had to repair—the class of welding for which Barimar is pre-eminently noted.

18 ft., 20-ton example of this-the damaged belonging to a Ghana electricity



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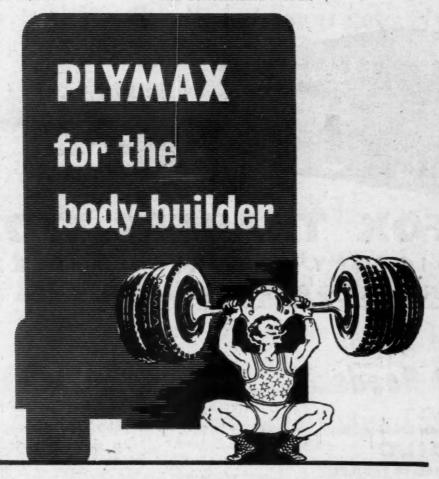
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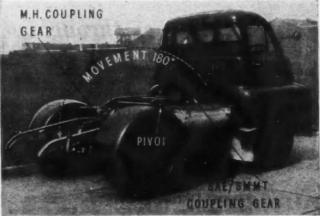
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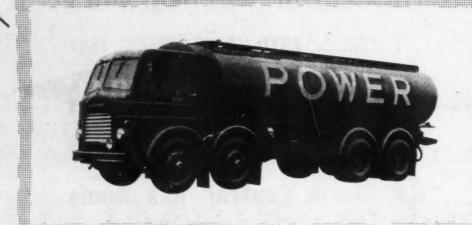
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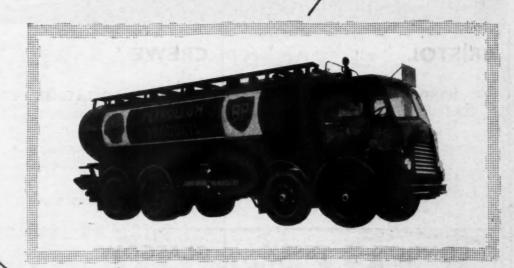
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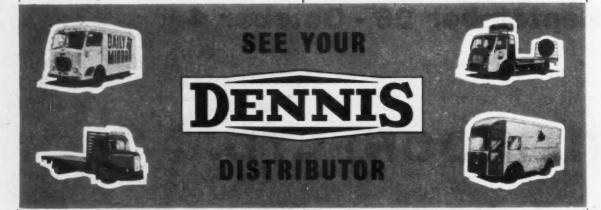
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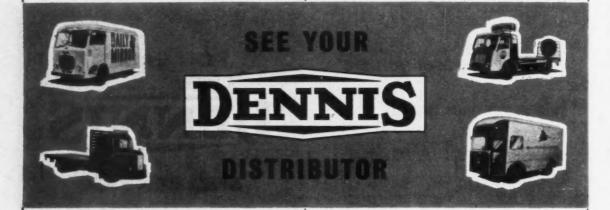
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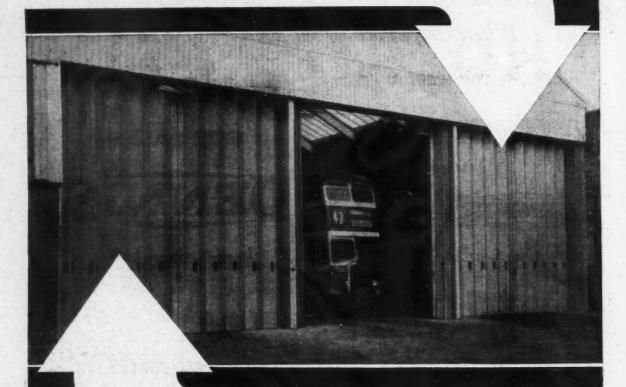
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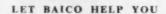












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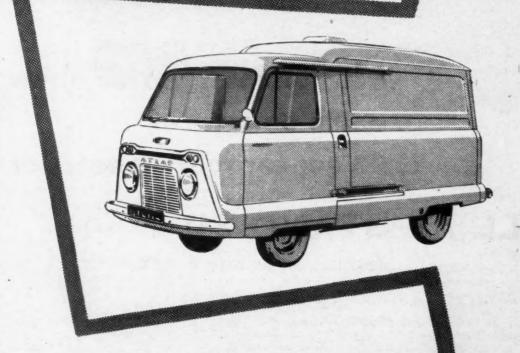
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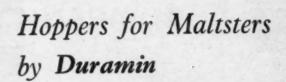
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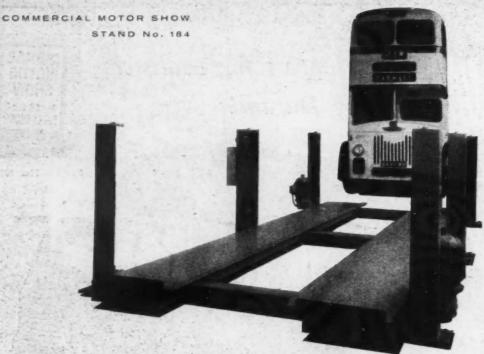


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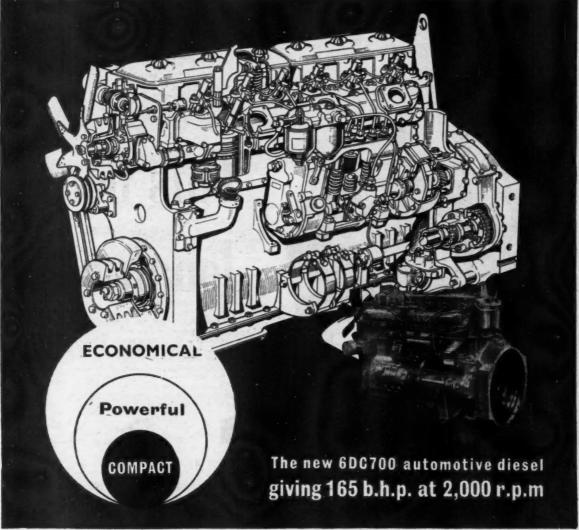
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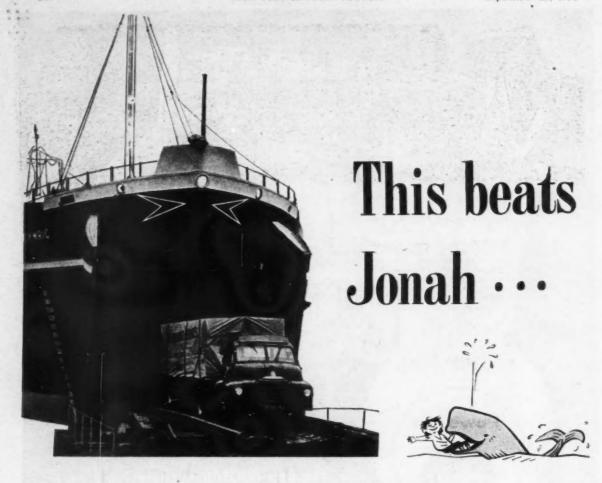
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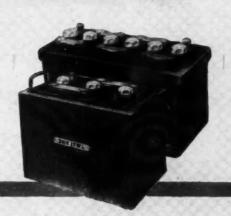
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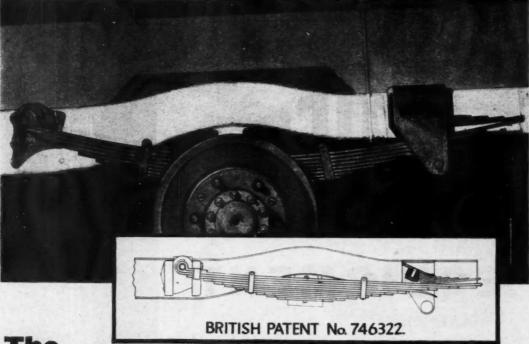
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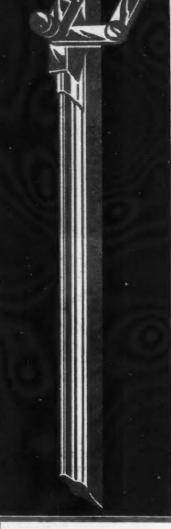
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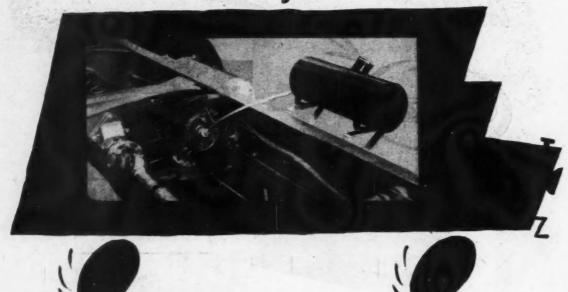
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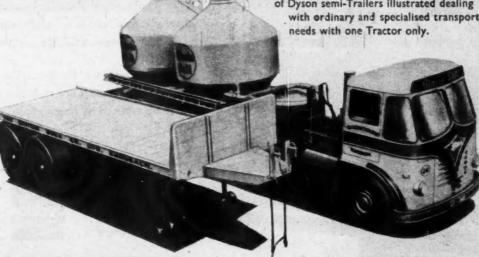


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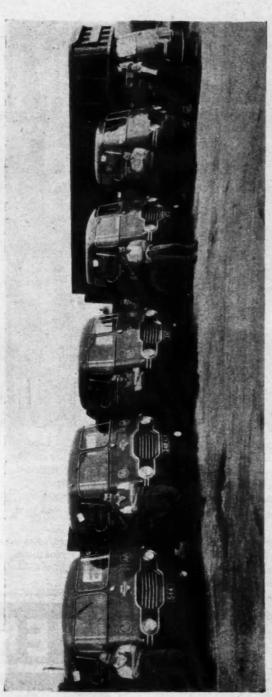
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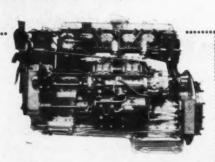




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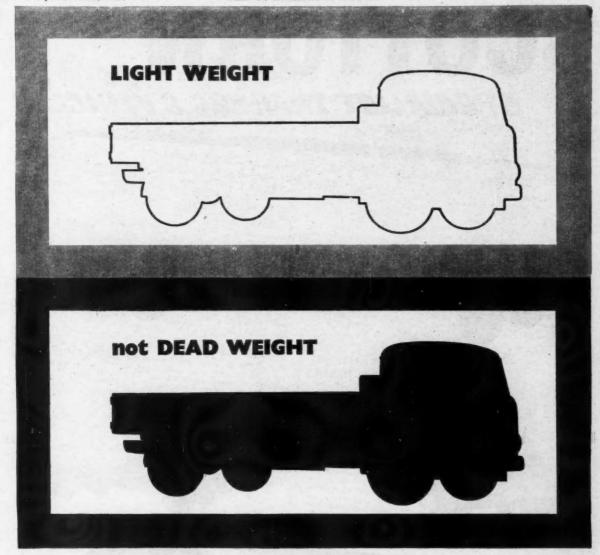


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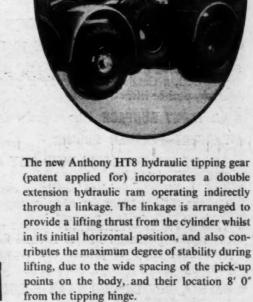
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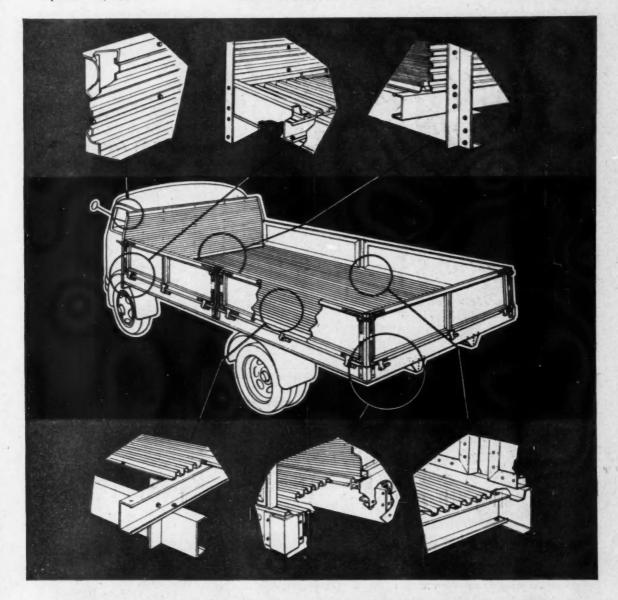
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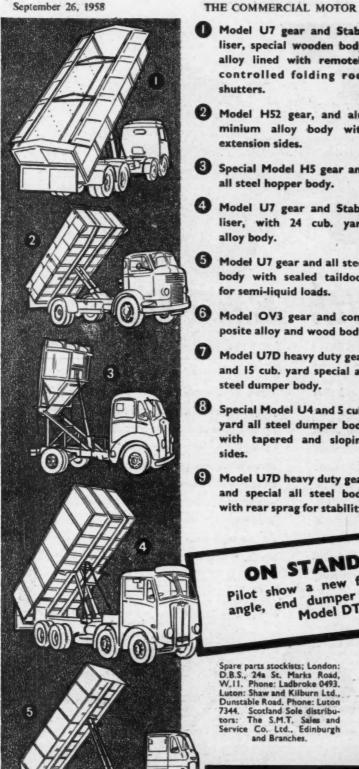
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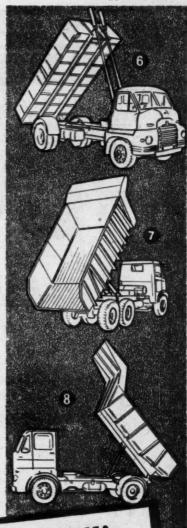
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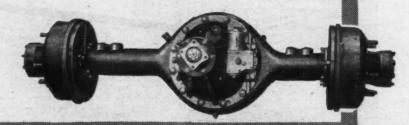
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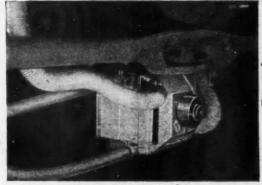
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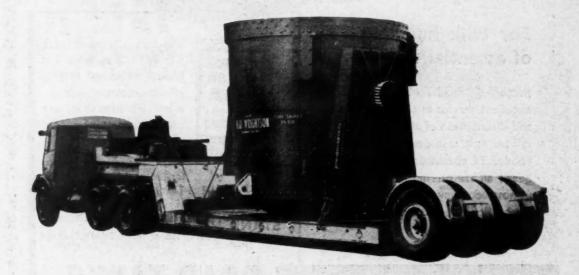
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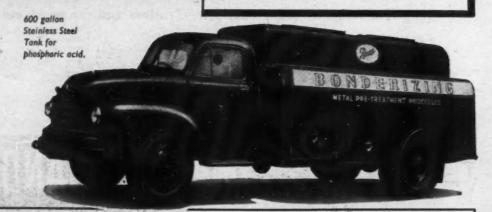
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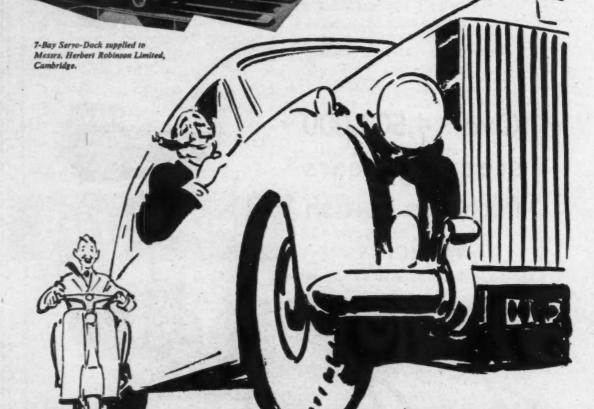
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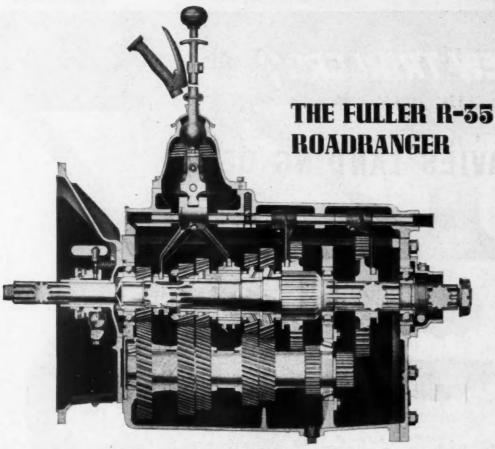
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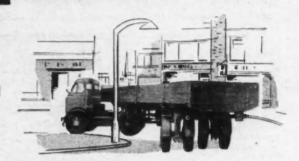
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Innovation All the Way

THE Commercial Motor Show opens at Earls Court this morning against a background of relaxed credit, keen competition and the likelihood of

still higher prices caused by yet another increase in the wages of engineering employees. The atmosphere is one of cautious optimism.

For the operator, however, the Show is one of the most momentous ever held. Whereas the exhibition of 1956 marked the consolidation of achievement, this year's Show is one of innovation and brings to fruition work that was started probably three years ago.

It reflects the relaxation of unnecessary restrictions on axle weights, gross laden weights and dimensions, and the increase of the speed limit on heavy goods vehicles to 30 m.p.h. As manufacturers forecast, these concessions have permitted a greater measure of standardization between vehicles for home and overseas service. The tendency is for the disparity between operating conditions at home and abroad to diminish as British legislative policy becomes more liberal and overseas governments find it necessary to control with increasing vigilance the sizes and weights of vehicle to be permitted on the road.

Spur of Competition

There is more technical novelty at Earls Court than at any international commercial vehicle show held since the war. Competition from foreign manufacturers, as well as the return of the buyers' market, has stimulated British designers. They have heeded the red light which Germany flashed at Frankfurt last year—particularly in the matter of suspension—and have produced models that are not only advanced, but are mechanically sound. The latest British vehicles are certainly ahead of their American counterparts in design features.

Speed, in the broadest application of the term, is probably the common denominator of the latest types. One or two manufacturers are at last making a serious attempt to design vehicles to accelerate loading and unloading and to reduce physical effort on the part of the driver in this work, although much remains to be done before perfection is reached. Higher speed on the road, as well as in handling goods into and out of the vehicle, is another general aim.

Indeed, one can see in the heavy vehicles at Earls

Earls Court Reveals More Novelty Than Any Post-war International Show Court the beginning of what might be described as the motorway era of design. More powerful engines, disc brakes, air suspension and cabs that provide far

greater comfort and visibility are all features necessary for safe high-speed travel, either laden or unladen. They will be found at Earls Court.

Another important development, for which Britain can claim credit, is the incorporation of semi-automatic transmissions in heavy vehicles. It is particularly gratifying to observe foreign manufacturers employing British systems of this kind. The swifter gear changes that semi-automatic gearboxes allow are especially important to drivers of heavily laden vehicles, and the use of such systems is another contribution to increased speed of working, as well as to the reduction of stress on transmissions and drivers.

Powerful Braking

Inadequate braking is becoming a thing of the past. Indeed, there is a risk that the pendulum may swing in the opposite direction with the introduction of braking systems so powerful that they may endanger the vehicle, its load and occupants. Dual-circuit systems are becoming widespread and a great effort is being made to promote safety, but designers must take care not to over-reach themselves.

Apart from air suspension, it is difficult to pin-point any particular feature that will reduce operating costs. Air springs will, however, make an important contribution to lower maintenance costs, both by almost eliminating the need for maintenance of the suspension system itself and by relieving the chassis and bodywork of stress and shock.

In a paper presented earlier this year to the Public Transport Association, Mr. J. E. Hollands, chief engineer of the North Western Road Car Co., Ltd., estimated that attention to leaf springs accounted for nearly 5 per cent. of the total cost of chassis maintenance. In a concern operating 500 buses, the cost of changing and reconditioning leaf springs was about £6,200 a year.

Another attempt to promote economy in operation is to be found in new lightweight eight-wheelers, which offer a much higher payload-ton-m.p.g. performance.

On the passenger side, there are two significant trends.

One is towards front entrances for double-deckers. They are almost essential in high-capacity vehicles seating 70 or more people, for the driver must share with the conductor the responsibility of taking care of passengers in boarding and alighting.

The other trend is represented by the host of new 12seaters, which are being produced as a result of the relaxation in the Conditions of Fitness Regulations for small buses intended for use on rural services. Whether they will in fact be employed for this work is doubtful, but it is likely that they will be used to an increasing extent for private hire.

In every part of Earls Court the visitor will find evidence of virility—on the stands of tyre, accessory and component and service-equipment manufacturers in the galleries, and in displays by trailer makers and body-builders, as well as by chassis manufacturers, on the ground floor.

Damn the Purchase Tax

VIRTUALLY no tax is less justified and more reprehensible than that on the purchase of commercial vehicles built for the carriage of goods. It is an incubus which weighs heavily, not only upon the buyer, but on the industry as a whole.

Many manufacturers and operators question the reason for it being maintained and why such an important tool of industry as this should be subjected to punitive taxation as compared with other media in the transport field, for no such burden is imposed upon shipping, the railways or air transport.

The purchase tax cannot be intended to pay for the roads, because the receipts from licensing and the impost on liquid fuel cover this many times and, in fact, are now considered as normal perquisites of the exchequer.

It is not as though this side of the commercial-vehicle industry is catering for recreation or amusement. No one will buy a goods vehicle purely for personal enjoyment. Even the man in a small way of business who uses his little van as a means for transport at weekends, employs it during the remaining days in essential transport.

The Chancellor of the Exchequer is encouraging trade in some directions, but nothing seems to come the way of the makers or users of a means for transport which counts for so much in the cost of living here and the maintenance of our export trade. Fully half the products of many of our commercial-vehicle factories goes abroad to sterling and hard-currency countries, and it is difficult enough to achieve this without adding to the capital costs in Britain by inflicting penalties on vehicles sold in the home market.

Every pound added to the cost of a commercial vehicle is automatically reflected upon the rates which must be charged for, or are debited to, the carriage of our products, merchandise and foodstuffs, thus raising the cost of living.

It would be a grand gesture on the part of the Chancellor of the Exchequer if, during the course of the great Commercial Motor Show, which opens today, he would announce the early abolition of this pernicious tax. Such an act would raise the prestige of the Government and go to show that the position of our industry as one of the most vital importance to the country is being more fully appreciated.

Passing Comments

Comfort For the Driver

AN interesting development in this year's Show is the attention which is being given to the comfort of the drivers of commercial vehicles. In fact only last week Sir William Rootes emphasized the importance of this factor and said that great consideration had been given to it in the new range of Commer and Karrier vehicles. For one thing, the horizontal oil engines used on some of them allow the employment of full forward control without inflicting high temperatures upon those in the cab, whilst fumes are effectively swept away.

We have come a long way from the days when the driver was practically in the open, with little more than a scuttle dash and a waterproof apron to protect him from the elements. Now he is fully enclosed, often provided with a heater, and in some cases even radio—which some suggest may help to keep him awake—and adequate ventilation, whilst more attention is being paid to his seating, which is frequently adjustable in two or three directions. Thought is also being given to ease of control. Pedals and levers are more conveniently disposed and, in the heavier models, power-steering may be provided.

The more that can be done in this direction for the driver the more satisfied he will be with his job and the less tired he will become. Most of the men in this class of work spend many hours at the wheel, far more on

the average than do most drivers of private cars, and it is only right that they should be treated accordingly. Satisfaction in this respect does seem to tend towards better driving and freedom from accidents, for a man with a constant grouse can constitute a danger on the roads. Physical discomfort never made for good work.

Promise of Continued Freedom

MINISTERIAL people are inclined to say very little in a great number of words, but this did not apply to Mr. G. R. H. Nugent, Joint Parliamentary Secretary, Ministry of Transport, when he spoke on the recent opening day of the new factory at Ruislip of the Duramin Engineering Co., Ltd.

After congratulating the company on the excellent work they are doing for transport in this country, particularly in the production of specialized vehicles for the bulk carriage of grain, flour and many other products which lend themselves to this, he referred to road transport as a whole. He said that this was basic to the whole trading life of this country and that overseas. As to the road system, whilst the present improvements might make only a small impact on the arrears, the Government had authorized over £100m. of major improvements this year. It was their intention to augment this programme, and with better roads it was

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up to manufacturers and operators to see what they could do to use them in the best way.

The intention of the Government was to do everything possible to maintain a free economy, give scope to road operators in general and prevent limitations on C-licensees.

Such a direct rebuttal by a prominent Parliamentarian of the Socialist Party's repeated threats against the freedom of road transport should be received with much satisfaction.

Which Group are You In?

THERE are said to be three groups of people, those who make things happen—a small one—a somewhat larger section who watch them happen, and the great multitude who do not know what happens, and who might not be at all happy if they did.

Where Fresh Water is Scarce

THE supply of water for cooling, washing and processing in industry is said to amount to the huge quantity of 1,600 gal. per employee and to weigh about 50 times as much as the products manufactured. Examples are the generation of electricity, in which 80 gal. of water are used for cooling purposes per kilowatt-hour of current. In the manufacture of a ton of steel 65,000 gal. of water are required, although if recirculated this can be greatly reduced.

Normally, fresh water is required for most purposes and in some areas this is comparatively scarce. A way out of the difficulty has been found in employing purified sea water and it is said that this is being carried out at the rate of 12m. gal. per day.

One Hears—

That the law is an ass as a damages assessor.

That treatment to prevent the development of litterbugs should begin when they are in their prams.

That many important inventions have emanated from small workshops without elaborate equipment.

That it seems as if the time may come when no employer will be able to sack an employee without his consent.



"Fill her up, chum!"

From America: "I like my job . . . it's the work I hate!"

Of a translucent glass-fibre roof for the upper deck of a doubledeck bus.

That the new Scottish bridge will be very much road transport's "cup o' Tay."

That over "tooting" is often annoying, but an emergency toot may save a pedestrian.

That our rapidly expanding country towns have constantly to recruit roadmen and dustmen.

That there is a need for "generalist" engineers with broad technical backgrounds, as opposed to specialists.

From Hugh Clausen, that the higher the academic standard the less attention seems to be paid to the more practical aspects.

That many operators who make careless applications for haulage licences forget that if a thing is worth doing at all it is worth doing well.

That only a genuine employee of the holder of limited trade plates is legally permitted to drive a vehicle running under them.

That nearly 40 years ago H. G. Wells wrote: "Human history becomes more and more a race between education and catastrophe."

Railways to Fight Former Coal Hauliers

BY A SPECIAL CORRESPONDENT

HAULIERS who have been carrying coal for the Central Electricity Authority are likely to face fierce opposition from the railways when their licences become due for renewal. Efforts will be made to have their fleets reduced on the ground that vehicles have become surplus, or that normal user has been changed.

This will be one of the results of the new agreement between the C.E.A. and the British Transport Commission (reported exclusively in The Commercial Motor on September 12) for the transfer of coal traffic from road to rail. Operators in the East Midlands and Yorkshire will be most

The possibility cannot be excluded of a further agreement between the National Coal Board and the B.T.C. for the rail haulage of coal from all collieries with rail connections. Rumours to this effect are current.

The railways are making every effort to regain coal traffic. They already refuse, at least in some areas, to allow free-enterprise hauliers to deliver coal to their premises. The Gas Board are, of course, other big users of coal, whose transport policy will require careful vigilance by the Road Haulage Association.

Last-minute Rush to Fit Air Springs

INTENSE efforts by several manufac-turers during the past few weeks have resulted in there being four last-minute chassis exhibit and one trailer exhibit equipped with Dunlop Pneuride air suspension at the Commercial Motor Show.

Three of the vehicles with air springs are a Maudslay Mercury, a Thornycroft Mastiff and an Atkinson 8-tonner, all four-wheelers, which are in the demon-stration park. The fourth is an M.C.W.-Leyland Olympic. The British Trailer Co., Ltd., are also showing an Airflow Mark II 58-seat bus semi-trailer.

Most of these layouts are purely experimental and extensive development work will be needed before they will be offered on a production basis.

The Mercury incorporates a similar suspension layout at both axles to that used on the air-sprung Reliance, an example of which is also in the demonstration park. This is a simple installation, entailing the minimum of alteration to the chassis frame. An equally simple arrangement is to be seen on the Atkinson 8-ton four-wheeler.

As with the Mercury, radius-arm location is used for both axles. In the rear system, the radius arms carry extensions at their rear ends, so that the 12-in.-diameter bellows can be outrigged to give a wide spring base.

The Mastiff has leaf springs to locate the front axle, the air bellows acting mainly as fully progressive helper units. At the rear the installation resembles that of the Guy Formidable tractor on the Scammell and Nephew stand. Radius arms are employed and the axle is attached rigidly to one of them and rubber-mounted to the other, this arrangement giving built-in roll resistance.

A leaf-in-air-bellows layout is employed at the front end of the Olympic bus (Stand 46). The installation has been

developed by Leyland Motors and the Aviation Division of the Dunlop Rubber Co., Ltd., and at the rear end a parallellink location layout has been evolved.

With this the axle beam carries two longitudinal members, each with an air spring at its extreme end. A Panhard rod provides lateral location and the parallel links give longitudinal location and absorb driving and braking torques.

Leyland are announcing that they can fit air helper springs to the front axle of the Atlantean bus.

Bristol's New £200,000 **Bus Station Opened**

THE £200,000 new bus station built at Whitson Street, Bristol, by the Bristol Omnibus Co., Ltd., was officially opened on Monday by the Lord Mayor, Ald. F. G. W. Chamberlain. Work on the project began in January, 1956, after several years of planning.

The station mainly caters for country services, with vehicles operating to all parts of Gloucestershire, Somerset and Wiltshire. Express services also start there and, through the company's connection with Associated Motorways, daily services are run to many parts of the country. Out of 799 buses that deal with this side of the company's activities, 122 will generally be garaged at the 2-acre station.

At the opening ceremony, Mr. S. Kennedy, chairman, said an important improvement would be that vehicles would no longer have to wait at the pavement edge, so there would be a significant lessening of traffic congestion, particularly in the centre of Bristol.

The Mayor said the station would be a great boon to country people. Referring to the alterations in services, he said there was hardly a route operated by the company which had not been changed in some way. In some cases, entirely new fare scales had had to be compiled, but it seemed that everything was working out successfully.

Mr. I. R. Patey, director and general manager, and Mr. C. H. S. Pickett, chairman of Bristol Joint Transport Committee, were also present at the opening ceremony.

THE SHOW: Where and When-



THE biggest Commercial Motor Show ever held opens at 10 a.m. today at Earls Court, London. The today at Earls Court, London. The official inaugural ceremony will be performed by Mr. Harold Watkinson, Minister of Transport, at noon.

The Show will be open daily (Sunday excepted) from 10 a.m. until 9 p.m. until October 4. Prices of

admission are: Up to 5 p.m. (except Saturdays), 5s.; 5 p.m.-9 p.m., 2s. 6d.; Saturdays, all day, 2s. 6d.

Mr. S. Buckley, who contributes the weekly articles on costing, will be present on "The Commercial Motor" stand (15), just to the left of the Warwick Road entrance, daily (except Saturdays) from 3-5 p.m. to meet operators and discuss their problems. He will also answer questions on the new edition of "'The Commercial Motor' Tables of Operating Costs,' which is published today at 3s. (3s. 6d. by post). Copies may be purchased at the stand.

This week's issue is the biggest ever published in the 53 years' history of "The Commercial Motor." Next week's issue will also be greatly enlarged and will provide a comprehensive review of progress. Separate articles will deal with chassis, coach and bus bodies, goods-vehicle bodywork, trailers, municipal vehicles, workshop equipment, and accessories and components.

Experiment in Bulk Liquid to the Continent Hit Several Snags

EVIDENCE presented by Bulk Liquid Transport, Ltd., when they sought a substantive A licence for Continental operation at Leeds, on Monday, was sharply criticized by the objectors. They submitted that a last-minute change in the type of vehicles asked for had further prejudiced them, Mr. J. H. A. Randolph, Yorkshire Deputy Licensing Authority, adjourned the case for republication.

The published application was for six articulated outfits, and there were objections from Harold Wood, Ltd.; J. Forman, Ltd.; A. S. Jones and Co., Ltd.; and British Road Services (Pickfords), Ltd.

Mr. A. Goff, for the applicants, said that when a short-term licence was granted last December for six articulated outfits (*The Commercial Motor*, December 6) it was stressed that the service was experimental.

At that time their units were being conveyed to the Continent by the Atlantic Steam Navigation Co., Ltd., but as soon as the application was granted the shipping company refused to carry additional hazardous liquids (i.e., with a flashpoint below 150°) and insisted on a reduction in existing shipments.

The application had been based to a considerable extent on the demands for these liquids and, as a result, only four vehicles were taken up. The carrying figure for January, £4,128, was consequently on the low side, and similarly in February (£2,370) when storms also had to be contended with.

The figures improved to £3,500, £4,500 and £5,000 in March, April and May. At the end of May there was a new development when traffic was secured to Belgium. Belgian regulations allowed only native hauliers to operate, so trailers alone were sent across.

Experimental trips went on throughout June when the total figures were only £1,966, due to the dock strike, and it was found that the new system was more economical. It was extended to the whole of their Continental service, working to tight schedules, with a concern in Rotterdam.

The monthly figures in June and August for normal liquids, £5,145 and £7,917, showed a steady increase, and in September amounted to more than £10,000. There were 77 journeys scheduled between September 6 and October 4, compared with 49 in August.

Bulk Liquid had also arranged for a ferry from Felixstowe to Rotterdam to start in August, specially for the carriage of hazardous liquids, but the shipping company could not now be ready until October.

Because of all these difficulties it had not been practicable to take up the other two vehicles, and if the Licensing Authority thought proper they were prepared to continue on a short-term basis until the new ferry had been tried out. They now wanted five articulated vehicles and one rigid for the carriage of beer.

Mr. B. Skelly, Bulk Liquid's manager, said in evidence that they would not be able to cope with the tremendous demands for the carriage of hazardous liquids with their existing vehicles when the new ferry started.

When it was proposed to put in a large number of letters showing traffic the company had been unable to accept, Mr. A. W. Balne, for Pickfords, protested that there were no copies for the objectors, which put them in an intolerable position. Identical inquiries might well have been made to the objectors, and it was essential that information concerning names, places and commodities should be available.

Mr. R. E. Paterson, for Forman's, submitted that the published application was for six specialized vehicles, but it was now proposed to alter it to five articulated vehicles and one rigid. This would affect the normal user, yet no variation had been published on a matter which might be vital to the objectors.

Adjourning the application, Mr. Randolph said it would give Bulk Liquid an opportunity to prepare the documentary evidence in such form as to give the objectors full information. Copies of all the documents should be exchanged not less than seven days before the next hearing.

Football Ground Service Illegal

A DERBYSHIRE coach operator who had been running an illegal service to Derby County Football Ground for four years was warned by the East Midland Traffic Commissioners in February, it was stated at Nottingham last week. Since then, however, he had continued to run the service at irregular intervals.

"I am beginning to wonder if you are a fit person to hold a licence," Mr. A. G. Curtis, chairman, told Arthur Sidney Loy, Openwood Gate, Belper, who was applying for an express football service between Heage and Derby. On his behalf, Mr. A, K. H. Willis said the service was provided for local football supporters who wanted to see Derby County play at home. These people were mainly shift-workers who could not use existing stage services operated by the Trent Motor Traction Co., Ltd.

A miner who supported the application claimed that Loy's bus, which left at 2.45 p.m., was convenient, whereas he was unable to catch the Trent bus which departed 67 minutes earlier.

Refusing the application, Mr. Curtis said the evidence had not substantiated a need for a new service.

Fourth Adjournment in "Artic" Case

AN application by G. Hill and Son, Crewe, was adjourned for the fourth time at Manchester, on Tuesday. Hill's wanted to vary their existing A licence by adding four articulated outfits (The Commercial Motor, June 13). It was stated that at present these vehicles were on C-hire to Minsal, Ltd., Northwich.

Mr. J. Skelton, Minsal's transport manager, said his company employed British Road Services until September, 1954, but they ended the arrangement because the service given was inadequate. When several points relating to the figures produced were raised by Mr. J. S. Wrottesley, for the British Transport Commission, Mr. Skelton said they were outside his knowledge.

Mr. Wrottesley declared that Mr. Skelton was unqualified to give the evidence required. The North Western Deputy Licensing Authority, Mr. J. R. Lindsay, said the figures concerning the operations of the vehicles were insufficient and more evidence was needed.

Replying to Mr. Wrottesley, Mr. F. G. Walters, traffic assistant for B.R.S. at Stoke, said B.R.S. had the facilities to deal with any extra traffic.

In cross-examination, Mr. J. A. Dunkerley, for Hill's, claimed that B.R.S. had been in favour with Nash Kelvinators, Crewe, because their rates had been lower than Hill's. Kelvinators were refrigerator manufacturers who had employed both organizations. However, in 1956 Kelvinators had a serious fire, so production had declined and traffic was lost.

Mr. Lindsay adjourned the case for further evidence to be produced.

MONT BLANC TUNNEL WILL SPEED DELIVERIES

THE road distance between Paris and Milan will be cut by nearly 195 miles in about three years' time through the building of a tunnel through Mont Blanc. Work on the £5½m. scheme to link Italy's Aosta Valley with the Chamonix Valley in France will begin in October, and should be completed in 1961.

All types of vehicle, from cars to heavy lorries, will be allowed to use the 7½-mile-long tunnel on payment of a toll, so for commercial-vehicle operators the project should result in swifter deliveries and reduced operating costs.

Traffic will run in single lanes in each direction on roads 23 ft, wide and 29 ft. 6 in, high. A speed limit will be imposed and no overtaking will be permitted. No lay-bys are to be built, but at intervals of about 1,000 yds, there will be service stations to deal with breakdowns and

minor repairs.

MINISTER TO OPEN CONFERENCE

FOR the first time, Mr. Harold Watkinson, Minister of Transport, will open the Road Haulage Association's conference this year. It is to be held at Torquay from October 13-15.

Men in the News

Mr. J. L. Flint has been appointed an area sales supervisor for the commercial-vehicle department of Stewart and Ardern, Ltd. He will cover centres including Acton, Berkeley Square, Catford, Croydon, Staines and Sutton.

MR. W. E. Doosworm, formerly assistant general manager of Park Royal Vehicles, Ltd., has been appointed to the board of the company. Another appointment in the A.C.V. Group is that of MR. R. O. BOSHELL to the board of Charles Roe, Ltd. He was formerly assistant general manager.

MR. M. C. Thompson, formerly assistant works manager of Kirklees, Ltd., Bury, has been made a work study assistant in the British Transport Commission's manpower adviser's department. A new senior budgets assistant is Mr. E. FLETCHER, formerly a senior assistant in the accounts and statistics division.

MR. D. G. F. RAWLINSON, assistant traffic manager of Maidstone and District Motor Services, Ltd., has been appointed traffic manager of East Midland Motor Services, Ltd. He succeeds MR. E. G. TRAVERS, who has become general manager of Hebble Motor Services, Ltd. MR. R. F. RANDALL has become assistant traffic manager for East Midland. He has been acting in this capacity for some time.

MR. J. S. Wood is to cover the Midlands area for the sand foundry division of Sheepbridge Equipment, Ltd.

MR. R. MARSHALL has been appointed traffic superintendent of Southport Corporation. He was formerly in Nottingham Corporation's traffic section.

MR. B. W. JOHNSON has been appointed vehicles sales manager of Bonallack and Sons, Ltd. He was formerly general sales manager of an Essex vehicle-dealing concern.

Mr. W. H. WILLIAMS, oldest member of the sales organization of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., has retired after 44 years with the company.

SIR ROBERT A. CARY has succeeded the late MR. H. M. ALDERSON SMITH as chairman of Lancashire United Transport, Ltd. MR. F. A. WILLINK has been appointed deputy chairman.

Mr. D. S. Dodsley Williams, editor of our associated journal, The Oil Engine and Gas Turbine, who has been nominated as the next president of the Diesel Engineers and Users Association, will not be confirmed in his election until the Association's general meeting on October 16.

Is B Licence Needed for this Work?

CAN a company which warehouses and packs goods for other concerns be permitted to carry these goods on C licence? This question cropped up at Manchester, last week, when the Rossendale Storage and Motor Co., Ltd., applied for two extra B-licence vehicles.

On their behalf, Mr. P. Kershaw asked for an adjournment, because he was not satisfied that a B licence was necessary for this work. Mr. J. R. Lindsay, North Western Deputy Licensing Authority, granted this after he had been told by Mr. J. Booth, for five private objectors, that allegations of irregular operation would be put forward.

The applicants were seeking conditions of: "Goods which have been stored or are to be stored in the licensee's warehouses, within 25 miles of base." Mr. Kershaw wanted to study whether the goods could be described as having been subject to processing or treatment.

Note: Under the 1933 Road and Rail Traffic Act, a person who has processed or treated goods, or intends to do so, may carry the goods without his transport being deemed as "for hire or reward." However, the High Court has held that packing alone cannot be deemed processing or treating the goods.

New C.A.V. Starter Saves Space

SUITABLE for 5-7-litre oil engines, the CA45 is a 4½-in. diameter co-axial starter produced by C.A.V., Ltd., London, W.3, and being shown on Stand 248 O at the Commercial Motor Show. It develops more power than the larger BS5 axial model now in extensive use. Only the pinion moves axially into engagement, and there is no longitudinal movement of the whole armature assembly as with axial types.

This dispenses with the need for shunt windings necessary in the axial type. Movement of the pinion is effected partly under the action of a solenoid carried co-axially with the shaft, and partly by means of a helix on the shaft and pinion. Pinion engagement is made in two separate but continuous stages, thus avoiding the possibility of damage to the unit.

Arranged for flange mounting, the starter has no protrusions and is easily actuated. Special provision is made for overcoming difficulty caused by badly worn gears becoming locked. The armature shaft is spring-loaded to allow an axial movement of about $\frac{1}{12}$ in. Should the pinion fail to engage, the shaft slides back and turns in the helix to a slightly different position.

The company are also demonstrating the four-headlamp system by means of which long-range main driving beams are supplemented by a wide projection of light near the vehicle. When approaching c32

vehicles are met, these lights are extinguished and two meeting beams are switched on.



The CAV CA45 co-axial starter.

When the main beams are in use a total of 175 watts is projected, made up of two 50-watt and two 37½-watt beams. The total with the dipped beams is 100 watts.

LIMIT ON FILLING STATIONS

PETROL filling stations on fast stretches of road should be at least 12 miles apart, the Secretary of State for Scotland has ruled. Giving advice to planning committees which have been flooded with applications for sites on main routes, the Secretary says trunk roads are designed to carry traffic speedily and safely. Filling stations are liable to interfere with the flow of traffic on them.

He adds that by-passes and new main stretches of road under 12 miles in length should be free of filling stations.

HALIFAX BUS SURPLUS UP TO £45.671

HALIFAX buses achieved a £45,671 surplus in the last financial year, compared with £35,237 the previous year, says a transport committee report. This result came about despite the fact that a general rise in fares brought no increased revenue on services running outside the borough and the increase on town routes was £15,000 below expectations.

Mr. R. Le Fevre, general manager, attributes the success to a reduction in services and careful pruning of expenditure. He adds that, with the continuing fall in passengers, further economies will be sought because fare increases are not a complete solution to the problem.

The undertaking's net outstanding debt is now £73,996, a decrease of £26,162. Buses to be delivered within the next two years will cost £125,000.

DRIVER WINS £50 FOR INCREASING PAYLOAD

THE first major efficiency award made by Raleigh Industries, Ltd., was presented to one of their drivers, last week, after he had suggested a way of increasing payloads by 30 cwt.

Raleigh's vehicles previously carried 130 bicycles from Nottingham to depots in London, Leeds, Manchester and Glasgow, and spares went in other vans. Mr. Geoffrey Harvey suggested that, by putting in a false floor and raising the bicycles to the roof, 30 cwt. of spares could be carried with each consignment.

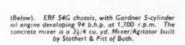
He has been awarded £50, and the idea is being extended to the whole fleet, so that most of the journeys by spares vehicles will be unnecesary.

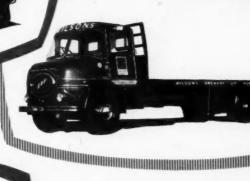
See the WORLD'S BESTon

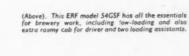
STAND 60

DON'T MISS THE OUTSTANDING DISPLAY OF ERF VEHICLES ON STAND No. 40—A WHOLE SHOW IN ITSELF! A FEW EXAMPLES OF RECENT ERF DELIVERIES ARE SHOWN HERE.

(Left). ERF 44G Platform Lorry, with Gardner 4-cylinder oil engine developing 75 b.h.p. at 1,700 r.p.m. 5-speed gearbox. Hydraulic servo-assisted brokes. A wide variety of bodywork is available on this chossis.

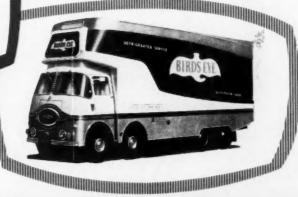








(Right). ERF 68G, powered by Gardner 6-cylinder oil engine developing 112 b.h.p. at 1,700 r.p.m. An example of ERF transport for specialized requirements.





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"I like that low step."

"That's just where Dennis scores, no climbing over the wheel umpteen times an hour, it certainly saves the legs. These Dennis are good."



September 26, 1958

THE COMMERCIAL MOTOR

Colour 3

THE HERON





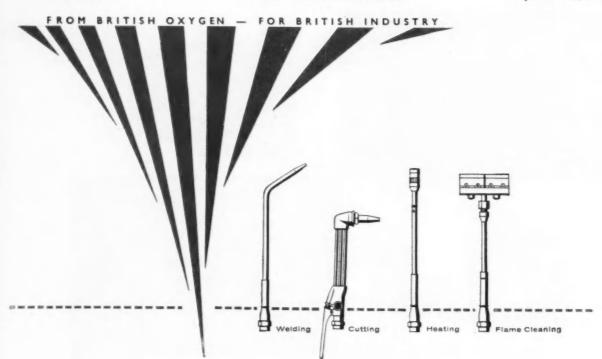
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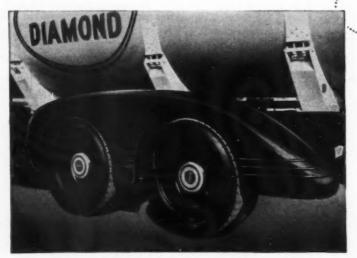


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These mudguards are moulded by Thompson Bros.
(Bilston) Ltd. in one piece. They are strong, light and cannot rust. Gravel abrasion is resisted by integrally moulded shields which also prevent mud packing in the rear of the wing. Should any accidental damage occur, they can be quickly, easily and cheaply repaired, without removal. Maybe there's room for structural plastics in your business?

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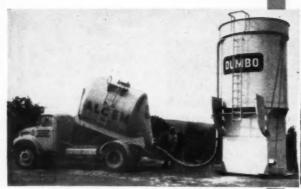
303 cu. ft. capacity A/Alloy

Photograph by permission of Blue Circle Cement



425 cu. ft. capacity A/Alloy

Photograph by permission of Ketton Portland Cement Co. Ltd.



BULKER Transporter (207 cu. ft. capacity) discharging cement into A.L.C. *Dumbo* Self Erecting Hopper.



Railway bulk cement wagon, discharging against gravity into a 'BULKER' Transporter (235 cu. ft. capacity); air supply provided by the 'BULKER' Transporter.

Photograph by permission of Blue Circle Cement.

A.L.C. 'BULKER' Transporters are constructed of Aluminium Alloy, Mild Steel or other material to suit the nature of the powder to be carried. They can be fitted to Rigid Chassis, Semi-Trailers or Trailers.

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256 cu. ft. capacity A Alloy

Photograph by permission Amasal Ltd.

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Driven by exhaust gases the Turbocharger achieves such efficient combustion that the 8.6 litre engine provides a power output of 125 B.H.P. minimum, with a saving in fuel of up to 10%, and a saving in weight of approx. 20%. The

Turbocharger, by effecting almost complete combustion, entirely eliminates exhaust smoke and also acts as its own silencer, permitting the use of a greatly simplified exhaust system.

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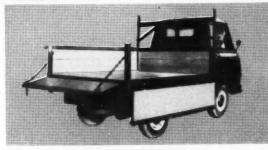
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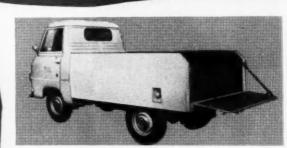
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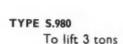
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This new range of Hydraulic Jacks was first introduced at the Export Market at the Geneva Motor Show in the Spring of this year.

*Millex ' is a shortened form of "Millennium Export" and the Jacks are coral red in colour. The range is built to the same high standard as the famous Millennium Jacks but Millex Jacks are not designed to accommodate so great a degree of overload and, therefore, lighter and less expensive.

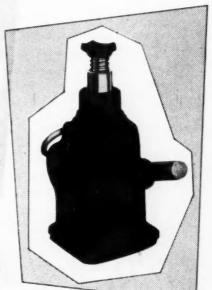


TYPE S.979
To lift 5 tons

TYPE S.952
To lift 8 tons

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Further details on application.



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Eight special "On Show" Exhibits

POUR 99(V) high-speed Diesel engine as fitted so the NEW Beardmore Mark 7 Series 1 and Mark 7 Series 2 taxicabs. Rated to develop up to 42.3 b.h.p. at 3,600 r.p.m.

FOUR 99(V) high-speed Diesel engine for Commercial Vans and Light Trucks. Reted to develop up to 42.3 b.h.p. at 3,600 r.p.m.

Pair44(V) DIESEL ENGINE for Light Goods and Commercial Vehicles. Rated to develop up to 41 b.h.p. at 2,400 r.p.m.

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P6(V) DIESEL ENGINE for Goods and Passenger Vehicles. Rated to develop up to 83 b.h.p. at 2,400 r.p.m.

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F 340 DIESEL ENGINE as fitted to the NEW Ford (U.S.A.) F 600 truck. Rated to develop up to 110 b.h.p. at 2,850 r.p.m.







You are cordially invited to visit the PERKINS STAND, No. 445, First Floor, at the Commercial Motor Transport Exhibition, Earle Court, 26th September-4th October 1958.

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169CV

Hauliers Fined £54 Despite Protests

DESPITE a strong protest by the defence, fines totalling £54 were imposed at Newcastle upon Tyne, last week, on T. T. Walker, Ltd., hauliers, Newburn (Northumberland). They were accused of operating B-licence vehicles outside their radius and not conforming

to the licence conditions.

Mr. T. H. Campbell Wardlaw, defending, refused to submit any pleas on the company's behalf, claiming that the 28 summonses had already been dealt with at a hearing last February. He said that at the previous hearing Walker's faced 45 charges and the prosecution tendered evidence on 17 of them, each being typical of the summonses in respect of different vehicles.

The company were found guilty in seven instances and not guilty in 10, and pleas of not guilty were entered in respect of the remaining 28 charges. This meant that the summones had been dealt with.

Mr. J. L. R. Croft, prosecuting, contended that no pleas were made at the previous sitting. The magistrates agreed and imposed fines of £2 on 27 summonses. One case was withdrawn. The company were ordered to pay £11 14s. 6d. costs.

NOVEL HANDLING SYSTEM ON DISPLAY

CONCURRENTLY with the Commercial Motor Show, Aero Maintenance Equipment, Ltd., are holding a private exhibition of the Marrel Multi-Buckets materials-handling system for which they are the sole concessionnaires in this country. Their display, which is taking place at the Earls Court Garage, Cluny Mews, London, W., consists of a Foden six-wheeler with lifting gear to load, carry and tip 12-ton open skips.

Apart from attaching chains to the skips before lifting, the complete operation is controlled by the driver from the cab. This is made possible by the extensive use of hydraulic power for the various clamps which secure the skip to the vehicle for transit and tipping.

Although the system is widely used on the Continent, this will be the first opportunity to see it in operation here.

CHEAP FARE SCHEME FAILS

A NOTHER cheap bus fare scheme has failed. The Western Welsh Omnibus Co., Ltd., stated last week that their seven-month trial period of reduced evening fares between Penarth and Cardiff had resulted in a serious financial loss.

Mr. F. H. Pengelly, traffic manager, said that to try to compete with private transport and television was hopeless. Despite the lower fares, evening traffic had not increased at all, although the scheme had been given a fair trial.

PEKING WANTS TROLLEYBUSES

ABOUT £3m. is being spent by the Peking authorities to equip the city with trolleybuses instead of trams, although it will mean that most fares will be doubled.

Mr. Hanlon Reserves His Decision in Coxon Revocation Case

SINCE the Hesketh decision, many hauliers are in trouble over their normal user, because it is difficult to gauge the precise stage at which to apply for a fresh licence. This was submitted to the Northern Licensing Authority, Mr. J. A. T. Hanlon, at Newcastle, on Tuesday, when William Coxon, Ltd., Annfield Plain, were called upon to show why their four-vehicle A licence should not be revoked or suspended on the grounds of a change in user.

Mr. T. H. Campbell Wardlaw, for the company, said they were originally common carriers between Newcastle and North West Durham, but in the course of time long-distance traffic in steel to and from the north-east, Yorkshire and Birmingham had developed. There was still one van on the daily carrying service and all the vehicles took some part in it.

Variation Sought

Earlier this year, a variation to replace a vehicle of 3 tons unladen by one of 4 ton 19 cwt. was sought with a normal user setting out the work that was being done. Mr. W. S. Benson, managing director, conferred with the road and rail negotiating committee, and a British Transport Commission objection was withdrawn when the user was amended to: "General goods, Newcastle and Co. Durham."

Mr. Benson later realized the implications of this and at a hearing in May told the Licensing Authority he wished to repudiate the agreement as the user was not correct. The application was reheard on June 20, when a full and complete description of the nature of their activities was given. The case was adjourned until August for the production of detailed figures. It was then disclosed that long-distance earnings were greatly in excess of revenue for local work.

After evidence that Coxon's carried steel from Yorkshire and stored it at Annfield Plain for delivery on demand to Jarrow, the Licensing Authority refused the application and intimated he would hold a revocation inquiry, said Mr. Wardlaw.

However, there had been no complete abandonment of the original work and the proceedings were brought about by the voluntary action of Mr. Benson, who had stated his intention of applying for a new licence before there was any mention of revocation. He had now lodged an application for a new licence with a user of: "General goods, Newcastle and Co. Durham, steel Northeast England, Sheffield, Birmingham and the Yorkshire coalfields."

More Steel Work

Questioned by Mr. Hanlon, Mr. Benson said he bought the shares of the company in 1948 when the vehicles were all canvas-top vans. Steel work increased when he bought a special-A licence.

He agreed that a van of 2 tons 19 cwt. had been replaced by a flat in May, 1955, and that there was a further replacement in September, 1956, for a flat of 5 tons. The normal user was described as: "General goods, Newcastle and County Durham." On each occasion it was stated that there would be no increase in carrying capacity, but this was an error.

Mr. Hanlon reserved his decision.

Micrograms . . .

New Depot Opened: Brook Shaw, Ltd., Sheffield, have opened a new commercialvehicle depot at Attercliffe.

Amsterdam Show: The Amsterdam Show will be held from February 6-14, next year. Lorries, buses and trailers will be exhibited.

Donation from Dunlop: The Educational Trust of the Institute of the Motor Industry has received a donation of £150 from the Dunlop Rubber Co., Ltd.

Swiss Speedway: A 40-mile four-lane speedway is to be constructed along the shore of Lake Geneva between Geneva and Lausanne. It should be finished by 1964.

Duke's Visit: The Duke of Edinburgh will open the new research centre of Ferodo, Ltd., at Chapel-en-le-Frith during a visit to North Derbyshire in November.

David Brown Display: Blamey and Morcom, Ltd., Liskeard (Cornwall), are staging a special display of David Brown equipment, including commercial-vehicle components.

To Serve Wales: Advance Motor Supplies, Ltd., distributors of engine components, have opened a new branch at Albany Road, Cardiff, under the management of Mr. J. C. Hambling.

Road Heating: Slough Highways Committee are recommending that electrical heating should be installed in a half-mile of road to eliminate frost danger. The work would cost £8,000.

Big Spares Section: Philips Motor Services, Ltd., Sheffield, are extending their premises to include a big new spares department. They have recently opened a bodybuilding section.

Motorway Line: The line of the £10m. motorway which will by-pass the Medway towns has been settled, and a draft Order concerning alterations to side roads will be published soon.

No Speeches Here: The traditional ban on speeches will be observed when the Traders' Road Transport Association hold their annual dinner-dance on November 3 at Grosvenor House, Park Lane, London, W.1.

Handling Congress: More than 200 delegates from 14 countries will attend next month's annual congress of the Fédération Européende la Manutention in Ostend. Problems in the mechanical handling industry will be discussed.

Simms' New Depot: The existing branch of Simms Motor Units, Ltd., at Blackheath, London, S.E., will be transferred next year to new premises in South East London. Workshops, garages and offices will cover 12,000 sq. ft. at the new depot.

Free-trade Problems: "Britain in Europe," by Jossleyn Hennessy, is a booklet published by the Federal Educational and Research Trust, 10 Wyndham Place, London, W.I., at 1s. 3d., postage included, which summarizes progress made towards the formation of a European free-trade area and deals with problems likely to arise from it.

Allegations of Delivery Delays by B.R.S. are Withdrawn

A LLEGATIONS that goods sent by B.R.S. (Parcels), Ltd., from Astley, near Manchester, to Leeds and Sheffield, had taken as long as six days in transit, were withdrawn at Manchester last week. This followed protests by the British Transport Commission that the refusal to disclose aggrieved customers' names, except to the Licensing Authority and advocates, would prevent inquiries being

F. Hesford and Sons, Ltd., Leigh, were applying to the North Western Deputy Licensing Authority, Mr. J. R. Lindsay, to add a condition, "goods for the Electro-Chemical Engineering Co., Ltd., Astley, within a 50-mile radius," to a B licence for 13 vehicles.

Mr. P. Kershaw, for the applicants, said they had been approached by the Electro-Chemical Company to take over this work, which merely involved the extension of a one day a week service from East Lancashire to West Yorkshire. Although the work was quite small it was necessary that the condition be added to all the vehicles for interchangeability. Seven of them already had conditions of general goods up to 25 or 30 miles.

Mr. W. Rose, manager of the Electro-Chemical Company, said it was not a question of rate or partiality, but because of delays in delivery. The development of the business was threatened. Hesford had worked for them satisfactorily within their permitted radius since the plant opened in 1957.

After the production of letters of complaint, Mr. G. H. P. Beames, for British Road Services, said they could not let the allegations go unchallenged, yet inquiries could not be made if names and addresses were withheld. In any case, six of Hesford's vehicles had restricted conditions and should not be included in any

Mr. Lindsay said the case rested on the alleged inefficiency of B.R.S. (Parcels), Ltd., and they should be given the opportunity of replying.

Mr. Kershaw pointed out that it was a B-licence application and the name of the proposed new customer had been published, giving B.R.S. ample opportunity to discover the reason for the change. In view of the objectors' submission, they would no longer rely on the letters of complaint but simply on the customer's evidence.

After an adjournment it was agreed that seven vehicles only should have the new condition. Withdrawing opposition to a grant in these terms, Mr. Beames said they did not accept the allegations of inefficiency as true.

Mr. Lindsay granted the variation.

Deliberate Breach of Normal User Denied

A naccusation that he had deliberately gone outside his normal user by hauling goods to the South of Scotland and England was denied last week by Kenneth MacLennan, haulier, Main Street, Aberchirder. The allegation was made by British Railways, who opposed his application for an extended user to include the South of Scotland and England.

Mr. MacLennan admitted that he had occasionally gone to the south, but said this was only to fulfil the demands of his customers. The user for his five Alicensed vehicles based at Aberchirder was Aberdeenshire, Banffshire and Moray, but he needed the extension to take agricultural produce and requisites and scrap metal to the South of Scotland, with occasional journeys to England with agricultural produce.

Supporting the application, Mr. George Gill, of Wm. Robertson and Co., Banff. and Aberchirder, said his company had been customers of the MacLennans for 30 years. Orginally the traffic had been largely local because of the boom for north-east mills before and during the Since then, however, there had been a slump, and one by one the mills in the area had closed down.

British Road Services objected in addition to the railways, but they did not call any witnesses and withdrew after a short recess.

The application was granted by Mr. Alex Robertson, Scottish Deputy Licensing Authority.

"Skegness Competition is Wasteful"

A PLEA by British Railways that road services from the West Riding to Skegness were being built up at their expense and creating wasteful competition was rejected by the Yorkshire Traffic Commissioners at Leeds last week.

There were two applications for increased vehicle allowance on Saturdays in June. One was by the Lincolnshire Road Car Co., Ltd., and West Yorkshire Road Car Co., Ltd., operating jointly from Keighley, via Bradford and Leeds. The other was by Wallace Arnold Tours, Ltd., for their service from Bradford, via Stanningley, Leeds, Wakefield and Castleford.

Mr. J. Mellor, for the joint operators. said the applications were the logical result of the development of the Skegness service which started in 1954. Although the road operators had originally opposed one another it had now been agreed to keep in step. June departures were sought last January, for two vehicles each Saturday, but only one vehicle was granted.

B. Atkinson, for British Mr. T. Railways, submitted that the return rail fare from Leeds was 37s., compared with the road fare of 22s. 6d. This disparity was turning people to road and creating wasteful competition.

In evidence, Mr. A. J. Davies, assistant to the Leeds district passenger superintendent, said the railways' through service from Bradford and Leeds to Skegness last June was 200 return bookings down on the previous year, which was thought to be due to bus competition. Reserved seats were available and none of the trains had been full.

Mr. F. Marshall, for Wallace Arnold, aid their service was catering not only for Bradford and Leeds, but for the whole of the West Riding. One vehicle was not enough and might well bring the service into disrepute because it was impracticable to allocate seats to each town and some of the smaller ones were being neglected.

The bus companies had popularized Skegness by their new service and there was no evidence that their traffic had been taken from the railways. A more likely cause of the loss of rail traffic was the fact that British Railways did not know themselves in January what the summer timetable was going to be, and the public could not buy a timetable until three weeks before it came into operation.

The chairman. Maj. F. S. Eastwood, granted both applications.

LONGER MOTORWAY URGED

METHODS of urging the Government to extend the London-Yorkshire Motorway beyond Sheffield to Leeds are to be discussed in Sheffield by West Riding County Council and other local authorities, including those of Halifax, Huddersfield, Leeds, Bradford, Wakefield and Sheffield.

LOADING BAN OPPOSED AT

NEWCASTLE STRONG opposition is facing a recommendation by Newcastle upon Tyne Traffic Committee for banning loading and unloading of vehicles at certain times in some main streets. At a meeting of Newcastle Chamber of Trade members said the scheme would be unworkable and might result in adding to traffic difficulties instead of easing congestion.

For British Railways it was stated that proper deliveries would be impossible. Their vehicles would be held up and severe congestion would result at the railway loading docks.

Mr. W. F. Leatherland, for the wholesale fruit and potato trade, warned that if the scheme were accepted it would probably spread to other parts of the

TRAFFIC STILL FALLING

THE number of people using Leicester Corporation buses is still decreasing, according to figures produced for the transport committee. Cllr. S. W. Bridges, chairman, said last week that they were combating falling receipts in two waysby trimming some services, and by buying larger buses which ran as cheaply as the existing ones.

He added that when the busmen's pay award was known the policy would be to try to absorb it.



An E.R.F. 68GX eight-wheeler with paired headlights. It has a Gardner 6LX engine and eight-wheel air brakes.



The new Thornycroft Trusty short-wheelbase eight-wheeled tipper with Edbro-B. and E. tipping gear and bodywork.

Early Arrivals at Earls Court

(Right) A Carmichael bulk cement carrier mounted on a new Leyland Super Comet chassis with standard cab. Note the sun visor. Edbro tipping gear is carried in a sub-frame, which also supports the tank body. Discharge is assisted by a low-pressure blower driven from the power take-off. The load of cement can be discharged in about 15 minutes to a height of 40 ft. (Below, left) An E.R.F. 66GSF six-wheeled tractor for South Africa. It has the Gardner 6LX engine and the latest cab. (Below, right) The Dunlop Airpois air-suspension system at the rear of a Thompson semi-trailer tanker. A radius-arm layout is employed. The single-axle running gear carries an elliptical tank.







(Right) This B.U.T. trolleybus with Burlingham 50-seat body is for Glasgow Corporation. It is 35 ft. long and 8 ft. wide, and is mounted on 10.00-20-in. (14-ply) tyres. It has Metropolitan-Vickers traction equipment and is shown on the B.U.T. stand.



"Give All Drivers Bonus Scheme": Importance of Work Study

ALL drivers should be given the benefit of a bonus scheme, according to Mr. J. Delicate, general transport manager of Courtaulds, Ltd., Coventry. Addressing the Birmingham Division of the Industrial Transport Association, last week, he said this reward for extra effort was vital to ensure that employees worked efficiently with the minimum of supervision.

The work of drivers engaged on local collections and deliveries or on tipping operations necessitated continued physical effort, so the assessment of their normal day's work was comparatively simple. Long-distance drivers had always been "a law unto themselves," and it was impossible to stop them contravening the regulations, but they should still have bonus payments.

Time-study Men Needed

The people to work out these bonus systems were time-study officers, who could set themselves apart from the mundane considerations that beset the transport manager. They could appreciate many important factors which the transport manager would overlook or dispute, because they were not biased by routine difficulties which appeared important, but which really were irrelevant.

In the case of local deliveries, a timestudy officer could decide how many calls represented a normal day's work and a bonus could be awarded for extra work. In organizing the traffic pre-arranged delivery times would be beneficial. Where tipper drivers were concerned, a tonnage bonus offered a straightforward method of rewarding effort, with weighbridge checks to prevent overloading.

A bonus scheme for long-distance drivers had to be based on work at the termini and intermediate destinations, and on driving time, although it was essential that there should be no incentive to break the law. Now that the speed limit for heavy vehicles was 30 m.p.h., more reasonable schedules were possible, and a driver should be able to earn his maximum payments at an average speed of 24 m.p.h.

Speeding Discouraged

Answering questions, Mr. Delicate said bonuses for long-distance men could not prevent excessive speeds, but they discouraged them. He knew of one case where the terminal work of a driver had been eliminated at the suggestion of the time-study expert, so the driver could now earn the maximum bonus for a shorter day's work, and this prompted observation of the speed limit.

Normally, a Courtauld's long-distance driver was paid for an hour's work at the termini, which included checking fuel levels, examination of the vehicle, and signing documents. Drivers of platform vehicles had a higher standard allowance as compared with van drivers because they had a greater responsibility with

regard to securing the load at the depot.

The transport manager had an opportunity to obviate long delays when bonus payments to drivers making a number of deliveries were based on the average time taken to load or unload each package. The driver could book the delay time and this would not count in the assessment of his bonus, although the transport manager could investigate the cause later.

One section of Courtauld's scheme related specifically to the return of empties and another was based on fuel consumption. The stipulated consumption of a vehicle gave the average driver the opportunity to earn a bonus if the engine was operating efficiently. Therefore, faults were reported immediately if they had an effect on consumption, and greater care was taken of vehicles generally.

If a mileage allowance were payable, the vehicle was included in the long-distance category, even though it might be engaged on relatively short runs. A higher mileage payment was made to drivers operating in congested areas. A delay at a trader's premises was booked if it amounted to 15 minutes, and the signature of a responsible official was obtained for confirmation.

Cost-£10 Per Driver

Mr. Delicate agreed with another questioner that bonus payments were necessary to raise the wage level of drivers to that of industrial workers. Although many drivers might not fully understand their bonus system, they soon appreciated its benefits. The cost of the scheme to the transport office was about £10 a year per driver.

Courtauld's put a ceiling on the maximum amount payable per hour, and the total that could be earned was directly related to the hours worked, he added. It was a pity that recorders were not acceptable to the unions, for their use would be advantageous.

Duple Move to Assist Northern Operators

A NEW company is to be formed immediately by Duple Motor Bodies, Ltd., to provide spares and service facilities for northern operators. It will probably be set up in the Manchester area, and will bear the title Duple Motor Bodies (Northern), Ltd.

Among the directors will be Mr. E. S. Walker, who was formerly a Duple representative in the north and has now rejoined the group. As soon as suitable premises have been found a sales and service organization will be set up.

The board of Willowbrook, Ltd., recently acquired by the Duple group, has been reconstituted. Duple's chairman, Mr. H. W. Sydenham, their managing director, Mr. G. R. White, and the works director, M. H. J. Bigg, are all joining the Willowbrook board. Mr. R. Beechey Newman, Duple's sales manager, will become sales director for Willowbrook.

Managing director of the Willowbrook board will be Mr. W. Sutton—both he and Mr. E. J. Foster retain their directorships under the new arrangement.

Duple say there will be no change in Willowbrook's manufacturing activities. They have a considerable amount of work in hand, including a contract for 150 standard buses for the British Electric Traction Co., Ltd.

"STILL TOO MANY ACCIDENTS"

INDUSTRIAL accidents involving transport totalled 11,663 last year, says the annual report of the Chief Inspector of Factories. This figure is smaller than in 1955 and 1956, but still larger than in earlier years.

Transport accidents were not concentrated on any particular part of the body, but about 20 per cent. of them involved feet. In the handling of goods, about one-third of the accidents were to the trunk, most of them being strains.

In all reported industrial accidents, the figures showed a decrease of 5 per cent. over 1956.



The first complete Leyland Atlantean to arrive at Earls Court was this 78-seater with Alexander coachwork. It is for Glasgow Corporation and has an unladen weight of 8 tons 16 cwt. It has 10.00-20-in. (12-ply) tyres on all wheels.

Business Changes by **Bristol Industries**

THE modernization and expansion by Bristol Industries, Ltd., of their road transport, warehousing, cold storage and other sections had involved considerable capital expenditure over the past few years, Mr. A. F. Wills, chairman, said in his annual report last week. As a result, any further outlay would probably be mainly centred on cold storage and contract hire services.

Trading results for the current financial year were satisfactory, despite the adverse effects on cold storage, warehousing and haulage by prolonged strikes at Smithfield Market and London Docks.

At Mitchell Lane and Victoria Street, Bristol, the company's business was being reorganized. With the continued recession in their foundry business it had been decided to cease actual production in this field and use part of the property for a modern garage and workshop to assist the motor engineering department.

The engineering section was to be centralized at one of the company's large industrial properties in Feeder Road, Bristol, and the motor sales and engineering business would be centralized at Victoria Street.

Some activities were now to be undertaken by new subsidiary companies— Bristol Warehousing and Storage Co., Ltd., and Contract Hire (Car and Commercial Vehicle), Ltd.

LICENCE VARIED FOR CARAVAN TOWING

THE conditions of a B licence held by the Balgownie Towing Service, Aberdeen, were altered, last week, so that they could take caravans to any part of Great Britain. Their application was supported by Thompson's Caravans, Falkirk, who said they wanted to send 150 caravans a year over the border.

It was stated that this work had previously been done by an English haulier. but he had gone out of business. Balgownie made empty trips to England to pick up their own vehicles and could fill the gap. British Railways had been tried, but their service had proved unsatisfactory

Two English caravan concerns also supported the application. It was opposed by British Railways, who did not press their objection, but suggested that the terms of the variation might be modified.

APPEAL OVER 4s. FINE

BLACKPOOL coach company were A fined 4s. last week for booking passengers at a small caravan in front William Marshalls of their premises. and Son (Blackpool), Ltd., denied contravening the 1901 Blackpool Improvement Act by setting up the caravan without permission, and said they would appeal:

Mr. C. Elliot, for the company, said it was ridiculous that a small caravan should be regarded as a "structure' requiring approval from the corporation. The court adjourned more than 20 other summonses dealing with temporary or movable structures.

PROFIT AND LOSS

Armstrong Shock Absorbers, Ltd., £233,203 net ofit after £236,339 tax. Year's dividend 25 per

cent. Ransome and Marles Bearing Co., Ltd., £66,581 net profit after £756,400 tax. Year's dividends 15 per cent., including 2½ per cent. bonus. Rochdale Transport Depurtment, £2,902 deficit after debt charges and appropriation of £65,817. Total revenue, £653,195; working expenses, £590,280. Mileage. 4.3

Total revenue, £653,195; working expenses, £590,280. Mileage, 4.3m.

Dundee Transport Department: Buses, Total working expenses, £997,318 (31,214d. per vehiclemile); total revenue, £1,095,733 (34,294d. per vehicle-mile); net loss after debt and other charges, 33.35; mileage, 7.66m.; passengers, £2m. Lorries: Total working expenses, £27,884; total revenue, £31,088; net surplus, £2,270. Cars. Total working expenses, £3.447; total revenue, £4,712; net surplus, £1,068; net surplus, £2,270. Cars.

E1,065.

Aberdeen Transport Department, £14,075 loss.
Anerdeen Transport Department, £14,075 loss.
Transport of operation): Total working expenses, £131,124 (48,32d, per vehicle-mile); total revenue, £121,909 (44,92d, per vehicle-mile); deficient after interest and other charges, £69,211. Buses:
Total working expenses, £901,017 (29,05d, per vehicle-mile); total revenue, £1,018,642 (32,85d, per vehicle-mile); surplus after interest and other charges, £51,136. Combined mileage, 8m.; pastengers, 97m.

sorth Shields Transport Department, £4,288 surplus. Trolleybuses: Total working expenses, £249,996 (27,13d) per vehicle-mile): total revenue, £268,659 (29,16d, per vehicle-mile): not surplus after debt charges, £5,748. Motorbuses: Total working expenses, £148,094 (25,68d, per vehicle-mile): not loss after debt charges, etc., £1,460. Mileage 3.6m. (trolleybuses 2.2m., motorbuses 1.4m.). Passengers, 42.6m. (trolleybuses 28.1m., motorbuses 14.5m.).

Appeal for Theatre Service Fails

A N appeal by Seamarks Bros. Ltd. (The Commercial Motor, May 23 and June 6) against the Metropolitan Traffic Commissioner's refusal to allow them to run excursions from Luton to London theatres has been dismissed by the Minister of Transport.

He says that difficulties of theatregoers in returning home from Luton railway station late at night had been removed by the Commissioner, who had allowed United Counties Omnibus Co., Ltd., and Luton Corporation to provide late-night services from the station. Seamarks had not appealed against these arrangements.

To have granted the application would have caused appreciable abstraction of traffic from existing services for Luton theatre-goers, and especially from the Existing facilities railways. adequate.

The Minister points out that the Seamarks case was not analogous in all respects to an application which the Metropolitan Deputy Commissioner had granted, allowing an operator in another town in the Home Counties to run evening excursions to London theatres.

FINES FOR OVERLOADING

RIVERS employed by M. Lodge and Co., Ltd., Barnsley Road, Wakefield, are instructed to carry underweight loads rather than risk breaking the law, the company told Sheffield magistrates last week. Lodge's admitted seven charges of allowing lorries to carry overloads and were fined a total of £21.

For the prosecution it was stated that four drivers were stopped within hours of each other and all were carrying too much ore on their vehicles. Although only a small amount of lorry space was occupied, the overloading varied from 14 to 4 tons.

The drivers were each fined £3.

B.R. Build New Shops in Birmingham

NEW road motor engineers' work-A shop is being built at Garrison Street, Birmingham, for the maintenance of 579 prime movers and 1,170 trailers operated in the city by the London Midland Region of British Railways. It is to occupy land formerly taken up by stables. which are now redundant following mechanization, and will be 200 ft. long with a single-span roof giving 100 ft. clear span.

An overhead runway will be built for the trailer and body repair section, and wall cranes will be provided for the chassis maintenance section, where there will also be three pits and an 8-ton hoist.

To achieve cleanliness, there will be separate premises for degreasing components before they are brought into the main workshop for attention. Other facilities will include a high-pressure washing plant, storage for 4,000 gal. of fuel and 300 gal. of lubricating oil, and up-to-date staff amenities.

The railways' Birmingham fleet has

grown from a strength in 1946 of 245 prime movers and 400 trailers. The new workshop will relieve the main establishment at Saltley of some heavy overhauls, and avoid the duplication of facilities for inspection at a number of small depots.

SOFT ICE-CREAM FACTORIES ON WHEELS

THE sale of soil Recommercial THE sale of soft ice-cream, to provide opportunities for commercialvehicle manufacturers. The vehicles necessary for this work carry their own powerplant and refrigeration system, and 300 of them are operated in America by Mister Softee. The icecream is freshly dispensed on the spot.

Suitable vehicles are built by Smith's Delivery Vehicles, Ltd., and are equipped with Eskimo continuous freezers, a Smith's Freezewell conservator to freeze the ice-cream mix, and supplies of water.

A new company, Mister Softee (U.K.), 1,td., is to be set up in Britain, which will be the first concessionnaire for the operation of these specialized vehicles.

It is expected that the development will spread overseas and call for the export of many British vehicles.

"FAREWELL" FROM MR. CURTIS

SINCE Mr. A. G. Curtis became chairman of the East Midland Traffic Commissioners five years ago, not one decision has been upset by appeal. This was mentioned last week by a Notting-ham solicitor, Mr. A. C. G. Rothera, when he paid tribute to Mr. Curtis, who was leaving to take over the position of Transport Commissioner for Wales and Monmouthshire.

Mr. Rothera said there had been a happy atmosphere in the court, and the number of cases which did go to appeal had been infinitesimal.

Replying to this and other tributes. Mr. Curtis said he hoped his successor. Mr. C. R. Hodgson, would receive the same amount of co-operation.

Bolton Haulier Can Now Carry Scrap

SHORTAGE of vehicles in the A Bolton area for carrying scrap metal was mentioned at Manchester, last week. when J. Gleeson and Sons, Bolton, applied to vary the conditions on their B licence. Existing conditions covered light carrying and household effects within five miles and general goods within 40 miles

Mr A. E. Taylor, of G. Taylor (Clayton), Ltd., said his company wanted to employ Gleeson's for hauling non-ferrous metals to the Sheffield and Widnes areas. The railways had never carried this traffic so they would not be

affected.

Mr. G. Coleman, transport clerk with E. and F. Beattie, Ltd., said they wanted transport for solid fuels from Chester-field and Sheffield. In the past they had sometimes had difficulty in obtaining vehicles and during rush periods they had used their own old lorries. Mr. G. H. P. Beames, for British

Railways, said there would be no objection to "non-ferrous scrap for G. Taylor (Clayton), Ltd., within 40 miles, and solid fuel for E, and F. Beattie, Ltd., from the Sheffield area and Chesterfield." coke from

The applicants agreed to this, and Mr. J. R. Lindsay, North Western Deputy Licensing Authority, granted

"CONGESTION TO BLAME"

COMPLAINTS of unsatisfied port arrangements by Durham District OMPLAINTS of unsatisfactory trans-Services, Ltd, for last July's show organized by Stockton Agricultural and Horticultural Society have been refuted by the company. In a statement they say that 4,000 passengers were moved with 27 buses, and traffic congestion was to blame for any people being unable to travel to the show.

The Society were collaborating with the company to ensure that similar circumstances did not arise next year.

PICK-UP POINTS REFUSED

ALTHOUGH he was supported by local authorities, Mr. E. G. Bryant, Monksilver (Somerset), failed to secure excursion and tour picking-up points at Washford and Watchet when he applied to the Western Traffic Commissioners last week. He was opposed by British Railways and the Western National Omnibus Co., Ltd., who claimed that abstraction would result.

OBITUARY

WE regret to record the deaths of MR. McCulloch, Mr. W. R. WILLIAM DANCE and MAJ. R. ROBINSON. Mr. McCulloch, aged 71, was chairman of the Westfield Autocar Co., Ltd.,

Edinburgh. He was one of the veterans of the transport industry in Scotland.

Mr. Dance had been a haulage contractor in Ryton-on-Tyne (Co. Durham) for more than 30 years. He was 64.

Maj. Robinson, aged 70, was manager of McIntosh Stewart, Ltd., motor engineers. Newcastle upon Tyne

MUNICIPAL OPPORTUNITIES Dundee Corporation wish to buly a guily-emptier, Liverpool City Council require 10 Austin 10-cwt.

Brighton Parks Committee wish to buy a Land-

Muesten Urban District Council seek to purchase Hindley Urban District Council are to buy a

Hindley Urban District Council are to buy a refuse collector.

South Shields Corporation are obtaining tenders for additions to their transport fleet.

Swansea Purchasing Committee seek to obtain a Morris J2 from Palmer and Evans, Ltd.

Chigwell Urban District Council seek tenders for the supply of a Thames 15-ewt, van.

Consett Urban District Council are to buy a Bedford 4-ton lorry and a Karrier refuse collector.

Glasgaw Corporation are to acquire an Austin 10-ewt, van from Carlaw (Cars). Ltd. The highway committee seek to obtain a trailer from Messrs.

George and Jobling.

Bradford Water Committee recommend that two Commer 8-ewt, vans, a Bedford Workobus and a Leyland Comet tipper be acquired. The baths committee seek to purchase an Austin 2-ton van from the Central Garage, Ltd. The welfare committee wish to buy a Bedford Workobus from the Alfresco Garage, Ltd.

Operators Complain of Council Extravagance

MPROVEMENTS to the bus station at Consett (Durham), estimated to cost £3,000, are expected to be delayed through a dispute between Consett Urban District Council, owners of the station, and the four companies using it.

The operators are objecting to a proposed increase of 41d. per bus per day to the charge for using the station, and have offered the council 11d. They complain that the bus station is being operated extravagantly, and have proposed that the council should allow operators to run it themselves.

Among other things, the companies suggest that a bus station superintendent is not needed. The Ministry of Transport have been approached, and a public inquiry into the position may be held.

OUTPUT AND EXPORTS DOWN

STATISTICS issued on Monday by the Board of Trade showed that 11,863 commercial vehicles (11,440 goods and 423 passenger) were built in August. These figures compare with 12,779 (12,348 goods and 431 passenger) in August, 1957.

Exports similarly declined. In August this year 8,766 vehicles (8,268 goods and 498 passenger) were exported, as against 9,711 (9.192 and 519 respectively) a year

MORE BUS REDUCTIONS

WHEN trolleybuses are withdrawn in Brighton the public will have to face further reductions in services, Cllr. D. B. Theaker, chairman of the town planning committee, said last week. Bus companies could not be run at a loss like the railways, he declared, so the problem would eventually have to be tackled by the Government.

BUS BUSINESS TAKE-OVER

THE bus business of Cecil Moffitt, Ltd., Acomb (Northumberland), has been taken over by a neighbouring concern, M. Charlton and Sons, Ltd., Newborough. Moffitt's owned 10 buses and operated three services in the Hexham area. A few years ago they were running seven services.

Call for Motorways to be Lighted

PROVISION of better lighting on roads has resulted in a reduction of 30 per cent. in accidents involving personal injury, say the Road Research Labora-

Commenting on this at the annual conference of the Association of Public Lighting Engineers, last week, Mr. Granville Berry, city engineer and surveyor of Coventry, claimed that improved lighting was the speediest and most economical form of minor road improvement.

He recommended that the proposed motorways should be lighted throughout their entire length. Compared with their estimated construction cost per mile of between £250,000 and £300,000, an extra £4,000 per mile for the addition of lighting of the dual-carriage ways was a modest expenditure.

The Association have asked the Minister of Transport to consider installing lighting experimentally on the

Preston By-pass.

WILL LEICESTER MOVE BUSES FROM CENTRE?

REPORT on bus operation in the A central area of Leicester is to be prepared by the corporation's general manager, Mr. J. Cooper, within the next six months. When this has been compiled the transport committee is expected to decide what line it will take on suggestions for moving buses away from the city centre to ease congestion.

Fresh ideas on traffic control are also being formulated by the watch and highways committees, who are expected to put forward their proposals shortly.

Previously the transport committee has rejected schemes for withdrawing buses from congested areas on the ground that the only result would be an increase in other traffic

ULSTER FARES UP

SOME fares and season ticket rates will be increased next Wednesday by the Ulster Transport Authority. The services affected are some taken over from the Great Northern Railway and those of Erne Bus Service. They are all in the Omagh-Enniskillen area.

TURIN SHOW DATES

HE Turin show is to be held from THE Turin show is to be filed.

November 5-16. There will be 12 makes of commercial vehicle, of which Bedford will be the only British representative. the remainder being Continental types.

HAULIER FINED £15

ADMITTING that he allowed drivers to commit hours and records offences, Henry Thompson, haulier, Kirkwood, Sauchen, was fined a total of £15 at Aberdeen last week. Four drivers were each fined £5.

LORRY SMOKE BRINGS SUMMONS FOR allowing a lorry to emit black smoke, W. Crowther and Son, Little Lever (Lancs), were fined £5 at Bury last week. They pleaded that they were unaware of the fault in the vehicle.

Ford Are Testing Gas Turbine in U.S.

T was revealed last week that the Ford Motor Co., of U.S.A., have been conducting experimental tests for the past 18 months with a gas-turbine-powered truck. Mr. A. L. Haynes, director of engineering research and advanced product study, said the experimental programme had shown great possibilities for the future of automotive gas turbines.

Before they could become fully competitive with internal-combustion engines, however, ways must be found materially to reduce manufacturing costs and substantially increase efficiency.

The new Ford engine is called the 702 and has been built from components that were tested separately before being assembled. The two major obstacles of turbine wheel cost and heat-exchanger performance had been solved, Mr. Havnes claimed.

The 702 engine is rated to develop 160 s.h.p. and has been installed in one of the C-type tilting-cab chassis operating at 144 tons gross weight. Tests on the Ford track at Dearborn have shown that the vehicle can climb a gradient of 1 in 3 with ease.

Details of its fuel consumption are not revealed, but the engine, which is of the free-turbine type, has a heat exchanger through which the exhaust gases are passed at a temperature of about 1,000°F.

Some of this exhaust heat is transferred to the incoming compressed air before being transferred to the combustion chamber.

It is stated that the exhaust gases, as discharged into the air, would not be at higher temperatures than those associated with current petrol engines.

DUNSTABLE COMPANY TO CHANGE THEIR NAME

NEW office block is being erected A at The Square, Dunstable, for the Luton Motor Co. (Dunstable), Ltd., and plans are in hand for a new showroom. extensions to their workshops, and a new building to house the fuel injection service department.

As specialists in commercial-vehicle work, the company are to change their name to Luton Commercial Motors, Ltd., to avoid confusion with an associated concern, the Luton Motor Co., Ltd., who concentrate on cars.

The new name will operate from next Wednesday, but there will be no change in the nature of the business, and the company will continue as Thames distributors.

ENGINES FOR INDUSTRY

RANGE of eight petrol, vaporizing-A oil and oil engines, based on those used on Standard-Triumph cars and Massey-Ferguson tractors, was announced on Tuesday by the new industrial sales division of the Standard Motor Co., Ltd. Units of 18-85 b.h.p. are available for use in works trucks, dump trucks and stationary plant.

Normal User Varied: Railways Withdraw

A FTER modifying the proposed normal A user, J. Williamson (Haulage Contractors), Ltd., Stockton, were granted an additional articulated outfit on A licence at Manchester last week.

Mr. J. Croft, for the company, told the North Western Deputy Licensing Authority, Mr. J. R. Lindsay, that they were oldestablished operators with both A- and

B-licensed vehicles. Their main customers were H. J. Heinz, Ltd., Boyril, Ltd., and Pickering, Ltd., whose products they warehoused at Stockton and distributed in Northumberland, Durham and the North Riding.

In 1957 they were granted an A licence in the North West for a vehicle to be based at Audenshaw with a normal user of goods for these three customers to Teesside. Backloads were from Dorman Long, Ltd., I.C.I., Ltd., and similar companies but, because the number of drops was increasing, the vehicle was often late for collection.

The published normal user for the additional vehicle was "Smalls in connection with existing licence facilities between Lancashire, Cheshire and the North East." It was now proposed to amend it to delivery of smalls in connection with the Teesside trunk service within 25 miles and collections from Manchester Docks for Bovril,

Ltd." There was no intention of competing with British Railways for these customers' traffic in other areas or of getting other traffic in the North West.

Mr. G. H. P. Beames, for British Railways, said that in view of the reduction in normal user their objection would be withdrawn.

PAY CLAIM HEARING

THE date for the hearing of the provincial company busmen's wage claim by the Industrial Disputes Tribunal has been altered from October 9 to October 10 at the request of the employers. The 100,000 workers are seeking an extra 14s. 6d. a week. An offer of 5s. has been rejected by the Transport and General Workers' Union.

NEW TRANSPORT COMPANIES

Pedirus, Ltd. Cap. £100. Subs.; Jean Herbert and Thomas A. Herbert. 156 Strand, London. W.C.2. Sec.: T. A. Herbert.

W.C.Z. Sec.: T. A. Herbert.
C. Booth (Haulage), Ltd. Cap. £100. Dirs.:
Colin Booth and Mrs. Carol M. Booth, 124 The
Grove, Doncaster. Sec.: Carol M. Booth. Reg.
office: 33 Thorne Road, Doncaster.
Collins Eupress (Storage), Ltd. Cap. £1,000.
Dirs.: William A. Millard, 480 Sutton Road,
Walsall, and Graham Millard, 3 Wood Lane.
Streetley, Reg. office: Stubbers Green Road,
Aldridge, Staffs.

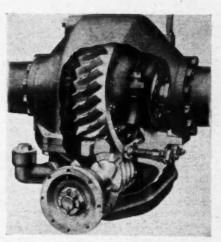
Harrison Gibson Transport, Ltd. Cap. £100. Drs.: John C. Gibson, Haylands, Chigwell, Essex; John G. Gibson, 8 Sterling Street, London, S.W.?: Wilfred M. Lomax and Ernest Briggs. Sec: George F. Fry. Reg. Office: 197 High Road, Ilford, Essex.

r. Fr. Keg. Office: 197 High Road, Ilford, Essek. Kent and Davis, Ltd. Cap. £100. Direc: Frederick Kent. 14 Warwick Road, Bishop's Stortford: Charles M. Davis and John J. Wines, 48 Oaks Road, Shirley, Croydon, Surrey. Sec.: F. W. Purvis. Reg. office. 135 South Street, Bishop's Stortford.

Thrust Pads Lengthen Worm Life

BY the use of thrust pads, each about 5 in. long and 1½ in. deep, held in position on each side of the worm wheel, Leyland Motors, Ltd., claim, in a statement issued on Tuesday, to have greatly increased the life of worm drives employed for many of their vehicles.

In an orthodox design of worm drive, the spiral action tends to impart a twist



A sectioned drawing of a differential from Leyland Worldmaster passenger vehicle showing the two thrust pads.

to the worm wheel under full torque which displaces the teeth from true mesh, even when stiff bearings are used. the Leyland modification, the twisting tendency is counteracted by the pads, which support the wheel at the spot where the action originates.

By removing the cause of distortion. the life of the assembly is enhanced. When full torque is applied through the axle, a large proportion of the side thrust on the wheel is taken by the pads, ensuring that the teeth stay in correct mesh. Each pad is adjusted by two large screws to provide a clearance of 0.002 in. between the pad and the worm wheel.

Thrust pads of this type will be fitted in future to Worldmaster and heavy goods models, including the new Buffalo.

NEW CHAUSSON MODELS FOR PARIS SHOW

FIVE new Chausson models are to appear at the Paris Show, to be held from October 2-12. They are the A.H.H. single-deck bus with Hispano-Suiza 150b.h.p. engine, which has been specially produced for Barcelona, and four coaches. One of the coaches-the A.S.H. -is a 60-seater. The other three are smaller and are designed for fast longdistance touring.

Sixty-seven commercial-vehicle manufacturers will be represented at the Show, which will be reported in The Commercial Motor on October 10.

Chausson have a stand (78) at the Commercial Motor Show in London.

Factors Affecting Overseas Sales

By Sir Henry Spurrier,

Chairman and Managing Director, Leyland Motors, Ltd.

Good After-sales Service, Suitable Purchase Terms and High Resale Value Important: Bigger Engines being Demanded: A Welcome for European Free Trade



A NY person who has concerned himself with selling his products overseas within the past 10 years will agree that the exercise becomes progressively more complicated and more competitive. Until perhaps five years ago, nearly all countries offered an unfulfilled demand for manufactured goods, and particularly road transport vehicles.

These vehicles were needed urgently to replace obsolete and worn-out stock. Additionally, they were required to increase the potential capacity of both passenger and goods transport fleets in order to catch up and then keep pace with the rapid expansion of population, industry, and the improved standards of living that were to be found almost everywhere. In the main, these overseas markets have now found their new level, and this, coupled with keen competition from abroad, has effected the change from a seller's to a strong buyer's market in most countries of the world.

On the face of it, therefore, it would appear that the industry's prospects of being able to sell at recent volume rates are not too rosy. We cannot afford to accept this situation without a hard fight, and I know that there are ways and means of ensuring continued sales and even of increasing them. This is an extremely broad subject, covering factors such as currency problems, credit finance, local assembly or even indigenous manufacture, up-to-date design, and value for money.

I am firmly of the opinion, however, that service-aftersales represents the most important factor of all. No matter how good the design or manufacture of a vehicle may be, I am convinced that the primary requisite in so far as overseas operators are concerned is an adequate supply of spare parts to maintain their

vehicles in service.

Overseas operators will accept slight defects in vehicles provided that nearby they can get unfailing supplies of spare parts over the counter. A bus or a lorry may have far better operating characteristics than those of its competitors, but if the vehicle is off the road through lack of spares for days, weeks, or even months, all its favourable factors are negatived.

Leyland Worldmaster 44-seaters with bodies by Dansk Automobil Byggeri, of Denmark, were introduced earlier this year to carry tourists from Warsaw and Krakow to the winter-sports centre at Zakopane in Poland's Tatra Hills. They have oil-burning heaters. The hilly 270-mile run from Warsaw to Zakopane, including a stop in Krakow, is completed in nine hours. Assuming that spare parts and good service facilities are available, obviously the design of the vehicle, as well as its initial price, becomes of primary importance. A good road performance is also essential and this, in itself, implies a high ratio of brake horse-power per ton of laden weight.

Quite apart from these factors, the overseas operator is particularly attracted by a modern styling with a streamlined, well-glazed cab and imaginative features that are eye-catching in their appeal. Desirable as these features are from the viewpoint of initial sales, they will be of little advantage unless the cab structure and its fittings can stand up to hard service under difficult operating conditions. A manufacturer's best salesman can be the driver, provided his comfort is considered and he is given a vehicle that is easy and safe to handle.

Fuel consumption as such is not quite so important to the overseas operator as it is to his British counterpart. Nevertheless, oil engines are being preferred increasingly to petrol engines purely on account of their economy of operation.

In fact, the oiler is growing in popularity everywhere. It has been accepted in this country as standard for the heavy vehicle since long before the war, but overseas the petrol engine has predominated except for many large operating bodies such as municipalities, who changed to oil 20 years ago.

It was the small operator, particularly the one who carried out his own adjustments and repairs, who was slow to take advantage of the oil engine. He understood the relatively simple gasoline unit, but to him the oiler represented the unknown and, therefore, was something not to



One of the 100 Leyland Comet buses which the Australian Government have supplied to Indonesia under the Colombo Plan. It has Australian 39-seat bodywork with accommodation for 11 standing passengers.

be trusted. By its sheer reliability, performance and long life the oil engine has now come into its own and is here to stay.

On the whole, the overseas customer is more style- and feature-conscious than his opposite number at home. This is because he is subjected to more intense sales pressure by competing manufacturers from all over the world. It is a fact that each country develops its road vehicles with trends peculiar to itself.

For example, Italian designers often make a special feature of suspension; German vehicles are usually of high power to provide the speeds and performance required on their own autobahns; American designers study eyeappeal, and favour the driver with comfort and ease of handling.

Vehicles incorporating all these features, plus British designs and many others, are available to the overseas customer, who has become distinctly discerning. He will buy the vehicle that embodies most of the features that he himself favours, always provided that:

(1) The manufacturer, or his agent, can give him good service.

(2) Purchase terms are to his liking.

(3) The vehicle is of a proved good make.

(4) It will eventually command a good used value. British designers take the middle line in terms of mechanical design and appearance. We have been accused of being old-fashioned and behind the times. This, I am glad to say, is by no means the case. We are very definitely, and I maintain correctly so, conservative. We offer our new features to our customers only when we are reasonably certain that they have been tried out to destruction over long periods of running. More important still, we offer them when we know that they represent a definite advance and improvement for the benefit of the operator,

and are not just selling stunts.

The Commercial Motor Exhibition at Earls Court will be of great interest this year. The trend is towards higher horse-power and greater speeds. Hitherto the lack of main trunk motorways in Britain has forced manufacturers to retain a range of vehicles with a relatively low power-to-weight ratio which are suitable for Britain's narrow winding roads. These vehicles are generally inadequate in performance for many overseas countries where main highways have been constructed to handle large and heavy

loads at sustained high speeds.

Now at last, although far short of essential requirements, Britain's first motorways will result in a greater volume of goods being moved at higher speeds and, possibly, at a cheaper rate. Apart from their immediate effect on the operation of heavy-duty commercial vehicles, these roads will have a long-term effect on design, not only of vehicles built for operation in this country, but for use in the overseas markets as well. The roads will be available



within the next two years to heavy goods traffic and passenger vehicles, provided that they have sufficient speed to prevent obstruction.

Speed demands higher horse-power, obtainable by supercharging oil engines of existing design or by developing engines of a higher cubic capacity. For many years the industry has been experimenting and collecting data on boosting the power of oil engines with various forms of supercharger, some of which can increase output by as much as 35 per cent.

From a long-term aspect, however, I think a larger high-speed oil engine of 200-300 b.h.p., able to maintain continuous running at speeds up to 75 m.p.h., is more likely to be demanded by the larger operating companies. A need for these higher horse-power oil engines has already arisen in a number of countries overseas, and British manufacturers have developed dependable units of 15-litre capacity and over, although not many of these engines are produced in quantity at the present time.

Over the past two years, while negotiations have proceeded in an endeavour to reach agreement on the proposed European Common Market and Free Trade Area, there has been much speculation among manufacturers as to how the industry would be affected should the plan come to fruition. There are some who claim that we should be the losers, on account of heavy delivery costs. There are others who hold the view that we could not afford to be excluded from that vast market in any circumstances, and that ways and means would have to be found to overcome our territorial disadvantage so that we should be in a position to sell our vehicles on a truly competitive basis.

I support the second view, mainly because I feel that, as an industry, we can no longer look to a heavily protected home market as the medium for absorbing the greater part of our output. We must, if we wish to progress, export an ever-increasing percentage of our total production, and to do this we must be ready to compete on level terms with any and all foreign manufacturers anywhere in the world.



MASS-PRODUCED vehicle is of necessity a compromise which is, or should be, acceptable to the majority of users. The sales records of British quantity-produced commercial vehicles are evidence that their manufacturers have been outstandingly successful in their own field and the volume of exports is without parallel.

The British light and scientifically built chassis with a moderate-sized oil engine has been generally accepted, and, with minor modifications to give additional strength and with a larger engine, has met with the requirements of overseas users. The removal of the artificial impediment to robust construction represented by the old 20 m.p.h. speed limit in Britain (now raised to 30 m.p.h.) has helped to widen the universal appeal of "everyman's" vehicle.

Mechanically, the British commercial vehicle is practically unrivalled, but I believe that, to keep in the lead, designers will have to give new thought to its shape, comfort and ease of driving. By comparison with the size and amenities offered by American or Continental-built cabs, the British product is generally found lacking. Compare the

six-cylindered oil engines in the larger vehicles, for use according to whether the operating area was flat or hilly, and some provision must be made at little or no additional cost to dispense with the all-too-frequent task of chassis lubrication.

Loading and unloading heights are of great importance. The body floor should be kept at a constant height to facilitate mechanical end-loading from a warehouse bank. There are numerous mechanical developments, such as automatic brake adjustment, improvements in engine suspension and single rear wheels, which should also be considered.

As handling costs and idle time for vehicles must be minimized, future trends will probably be towards mechanical loading, and the length and width of the body will be governed by the unit-load dimensions. A floor devoid of wheel-boxes would be required. Because the 42-in. by 48-in. unit load is widely employed, the internal width of the body should be approximately 7 ft. and the length in multiples of 4 ft., plus 6 in. on the total length to afford space to move the rearmost pallets.

A 5-tonner with an eight-pallet body would be 16 ft. 6 in.



GIVE US EASIER

Says Laurence J. Cotton, M.I.R.T.E.

Technical Manager, Cars and Commercial Vehicles, Unilever, Ltd.

ease of access to the driving seat of normal- or forwardcontrol vehicles and again the British design is often second in the field.

Some of these criticisms may be answered by the exhibits at the Commercial Motor Show, at Earls Court, but unless there is a sense of urgency to meet the needs of users, several years may elapse before British manufacturers will do so. As my present interest is centred mainly on vehicles making between 20 and 60 deliveries per day, my remarks apply particularly to that range.

In the past, manufacturers have denied the existence of a sufficient market to justify a mass-produced vehicle to meet this special requirement and have too lightly dismissed the users' approaches. After consultation with other operators, I am convinced that there is an extensive market for local delivery vehicles in all models up to 7 tons carrying capacity.

Indeed, it might be beneficial to make the delivery vehicle chassis the standard product and, with minor modification, convert it to a tipper or long-distance version.

The broad essentials of a delivery vehicle include short overall length, as kerb space is usually extremely limited, but there must be adequate payload accommodation and cab space. Sliding or knife-jack doors would be an advantage. A full-width walk-through cab in which the floor is not more than 1 ft. 6 in. above ground level is desirable and there should be sufficient room for a driver of at least 16 stone to sit behind the steering wheel. Visibility from the driving seat is important and the side windows should be exceptionally deep.

It would be an advantage to have the choice of four- or

long inside, a dimension which may influence the turning circle, wheelbase and rear overhang. It is conceivable that, because of kerb-space limitations, such a vehicle may be too long for practical use in 10 years' time, and it will be necessary to scale down to a six-pallet 4-tonner with 12-ft. 6-in. interior body length.

Consultation between manufacturers and operators would surely produce a standard body of universally accepted height and door or shutter size at the rear. Further, to reduce the space occupied at the kerb, I would suggest that the balanced "up and over" shutter might be preferable to hinged doors, and it should extend for the full width of the body to facilitate mechanical

Access to the driving seat and ease of control for the driver are just as important as the design of a standard body. In present ranges, few designers have tried to reduce the physical effort of getting into and out of the cab. In forward-control models, the driver is normally required either to climb over the wheel-arch or squeeze between the wheel-box, seat and hand-brake lever, wasting both time and effort.

Cab Ahead of Axle

As a low floor is required, a short cut to the solution of the problem is to put the front wheels behind the cab, possibly just so far as to provide a minimum clearance between the tyres and the dropped extension to the front of the main chassis frame. If the ultimate floor height of the cab is about 1 ft. 6 in. unladen, there will be adequate clearance for pulling-in to a high kerb and, at the same time, physical effort for the driver will be reduced.

Much time can be wasted awaiting an opportunity to leave the cab by an off-side door when delivering goods in heavy traffic. Many accidents have been caused by hinged doors being opened negligently, both on the road and when reversing in a confined space. A sliding or jack-knife door would promote safety, and time might be saved by leaving it open on short-distance calls. A catch would be required to hold it open.

In many existing forward-control vehicles the driver is compelled to use the off-side door, because access to the near side is blocked by the engine. If the engine must be retained in the cab, there should be a gangway in front of or behind it. Either the front of the cowling must be in line with the driving seat or the engine must be pushed right forward to provide a gangway behind the clutch housing.

Projecting the engine sufficiently forward to make a rear gangway will increase the overall length of the vehicle and conflict with the requirement of occupying the minimum of space on the road. At the same time, it would be necessary to move the front axle to the position which it at present occupies and we are back where we started, with tedious wheel-boxes and a high-cab floor.

Now consider the other method of placing the engine adjacent to the driving seat, as in the Dennis SX Paravan. In this model, an unimpeded low-level floor has been achieved, yet the engine is still easily accessible.

The Paravan is, however, a 3-tonner with a short fourcylindered engine installed within the normal cab depth. If the Paravan were scaled up to 5-ton size, in which a longer six-cylindered unit might be required, the back of the engine would project 12 in. to 18 in, behind the cab. driving seat should be comfortable and fully adjustable, and all controls should be placed for easy manipulation, but not impeding exit on the near side or off side. There is little to say about the position of controls, because, for example, some manufacturers already place the starter control adjacent to the gear lever and outrig the traffic-indicator and headlamp dip switch beneath the steering wheel; others provide sensibly placed gear levers with the minimum of travel between gears.

An essential is a full-width cab with a deep window for hand signals and as an aid when reversing. Finally, deep front and side screens with slender pillars and a driving position as near as possible to the windscreen are self-explained requirements. In dry weather the curved swept-back windscreen has its advantages, but in rain it is difficult to maintain a clear portion throughout the entire arc of the wiper blade. The flat screen, which, in a full-width cab, has to be divided centrally, is functional and cheap to replace.

With the engine banished from the front of the cab and put behind the axle, many operators will complain of

DELIVERIES

More Consideration Needed for Drivers of Vans Making 20 to 60 Drops a Day: Simplify Maintenance

Three ways of building a delivery van. (1) This design with forward engine has two steps to the cab and is not particularly convenient for the driver, although he has good visibility. A sliding door is to be preferred. (2) Space is wasted between the cab and body, and access to the engine under the seat is debatable. The floor is relatively high. (3) With the engine under the floor the cab access is good, the door is wide, visibility is excellent and the floor is flat. Overall length of the van is reduced to a minimum.

This, in turn, would cause the overall length of the vehicle to be more than the stipulated minimum if a gap were left between the back of the cab and front of the body. The alternative would be to build the body over the engine, which would impair accessibility to the power unit for maintenance.

Keep Away from Rear Engines

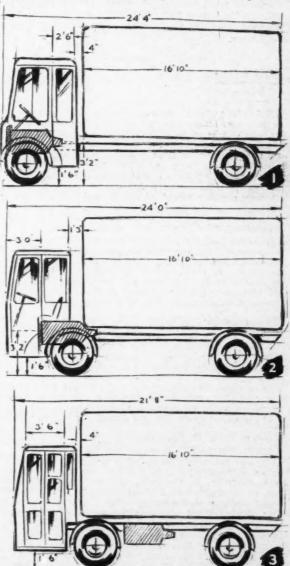
The apparent obvious answer to the problem is to take the engine out of the cab and to locate it elsewhere in the frame, possibly horizontally under the body behind the cab, or mount it behind the rear axle. I am not in favour of rear engines for goods vehicles, for two reasons.

First, it is difficult to obtain correct weight distribution when operating at maximum load. Secondly, lack of weight on the front axle without payload will affect the steering.

I make these points with some feeling, because I was associated with the development of a rear-engined chassis just over 20 years ago and I encountered many problems in addition to lack of front-wheel adhesion in bad weather and an overloaded rear axle when carrying a full payload.

I feel sure that we should persevere with the development of the horizontal underfloor engine, so leaving as much space as possible in the cab and keeping down the overall length of the vehicle.

To complete the ideal cab for local delivery work, the



chassis frame height and corresponding body floor level, so with the horizontal engine I would ask for air suspension in place of the conventional leaf springs. In the warehouse or store the body floor height would be adjusted by operation of the levelling valve to bank height for loading by mechanical means. On the road there would be the usual smooth riding of the air-suspension system and when delivering goods the rear suspension units could be set to the lowest possible position.

To improve engine accessibility, the cylinder heads, manifolds, water pump and fuel-injection pump should be on the outside of the chassis frame and the starter must be accessible for removal without the need for raising a

floor trap in the body.

To ensure good acceleration it is necessary to have a power output of about 0.9 b.h.p. per cwt. payload—some 54 b.h.p. net for a 3-tonner and 90 b.h.p. for a 5-tonner. An over-bored version of each size of engine would be advantageous for use in hilly country.

Can we afford the higher initial cost of automatic transmission and the resultant drop in fuel economy? This is a question asked by many operators and even the most optimistic have agreed that it does not appear economic. A good constant-mesh gearbox seems to be most satisfactory.

During a recent discussion a colleague agreed with all the points I have raised, but asked also for a box-shaped vehicle as an aid to automatic washing, and a front overall width equal to the width between the outer tyres of twin equipment. The side walls of the rear outer tyres of local delivery vans are often damaged by contact with the kerb, but the trouble is obviated if the rear twins are replaced by single tyres on central-nave rims. Obviously, vans of higher capacities must have twin rear equipment—so, designers, please tailor the overall dimension to avoid kerb damage to tyres on a wide rear track.

The chassis requiring no greasing is just around the corner. While this is being developed, one of the component suppliers is planning inexpensive and simplified automatic lubrication equipment. Of course, it is not possible automatically to lubricate the propeller-shaft universal joints, but manufacturers are now offering pre-packed and sealed bearings capable of lasting 50,000-

60,000 miles before requiring attention.

Ultimately, engineers will be divided in opinion between low-cost automatic lubrication and some of the new bearing materials of the Fuon type produced by the Glacier Metal Co., Ltd., in conjunction with LC.I. If the impregnated bearing can be produced at sufficiently low cost, we may see the end of chassis lubrication for all time.

Bird's Eye View

Out for Blood

By The Hawk

The railway intelligence system is bucking up. I have heard of several instances recently in which the railways have got wind of schemes by traders to introduce or extend their own fleets, and have jumped in with such low rate quotations that road transport was made completely uneconomic.

But in one case they were too late—the die had been cast and, although the rail rate offered was far below the cost of road transport, the trader was committed to the purchase of extremely expensive specialized vehicles, which he still feels justified in running because of their high publicity value.

Solomon at Work

SEVERAL leading manufacturers have recently called conferences of operators to discuss their requirements in vehicles. Naturally, each user wanted something a little different from the others. It was impossible to satisfy them all completely, and the fun came when they were asked to reconcile their differences and present an agreed specification. The results of these discussions are likely to be seen at the Show of 1960.

Opportunity Missed

WHAT a pity the Society of Motor Manufacturers and Traders were not represented at the final of the Lorry. Driver of the Year Competition last Sunday. They could have learnt a good deal about drivers—their contribution to safety, their importance to the industry and their needs in manœuvring large vehicles in confined spaces. The S.M.M.T. might also have realized the stupidity of forbidding members to lend vehicles for use in a competition recognized by the Ministry of Transport. Or is that asking too much?

Where Will It End?

ALTHOUGH Sir John Elliot survived the busmen's efforts to have him removed at the end of the London bus strike, the idea of "getting rid of the boss" has not died. At West Bromwich, 60 British Road Services drivers staged a 24-hour stoppage last week because they wanted to see the back of the Black Lake depot superintendent.

Mr. H. Horton had made their lives a misery in the past two years, they complained, through having their movements traced and then accusing them of slacking. They hoped a token strike would prompt the Transport and General Workers' Union to see that he left. Insult was added to injury, however, when the unpopular Mr. Horton diagnosed that the men had pl2

stopped work merely because they wanted a day's rest. More power to his elbow-or foot.

Indomitable

THE gusty laughter of Mr. John Birch is likely to be heard in Kentish Town again next week. He has made an excellent recovery from multiple injuries received in a car accident. He is taking a holiday, but he has lost none of his rumbustious energy. I am not sure whether Finchley Memorial Hospital was glad or sorry to see him go.

Professor on Wheels

EVERY employer tries to encourage his workers to take an interest in the job, but to expect a driver to become an associate member of the Institute of Transport is, perhaps, asking a little too much. At West Hartlepool, however, one of the corporation's bus drivers now has this distinction.

He is Prof. R. Wason, an admiral's son, who took his B.A.(Honours) degree and then his M.A. to become a classics professor at Edinburgh University. He later held a similar post in Canada. But because he wanted to do "something practical." Prof. Wason became a bus conductor at West Hartlepool before qualifying as a driver. He passed the Institute's intermediate examination two years ago. The transport committee have sent him £5 5s, and a letter of congratulation.



A boy is never too young to start reading "The Commercial Motor," as this picture by Mr. Bryan R. Harris, of Taskers, proves. But the young man will have quite a tussle with today's issue, which contains 328 pages, exclusive of covers, and weighs more than 1½ lb. per copy. It is the biggest ever published.

Harold Watkinson— Minister and Man

By Our Political Correspondent

R. HAROLD WATKINSON, the Minister of Transport, who is to open the Commercial Motor Show at Earls Court today, is that rare bird in White-hall—a practical, down-to-earth fellow who does not cling to a preconceived idea. That has been the foundation of his great success at the Ministry.

He had good training for the post—service as Parliamentary Private Secretary to a former Minister of Transport, then office as deputy Minister of Labour (where, in the middle of one of our many strikes he once delivered himself in the House of Commons of the rueful comment, "Before I was mug enough to do this job . . ."). He had already shown great promise, and when he was made a full Minister (of Transport) in 1955, the bud began to blossom and it came to full flower with his subsequent promotion to the Cabinet, where he brings to bear an immense fund of common sense.

One would, in fact, say that common sense was Mr. Watkinson's strongest point. It radiates from him, along with a powerful and impressive personality, all the stronger because of the essential quiet of the man. (For all that quietness, however, there is no mistaking the determination. In the London bus strike he took a tough line and would have resigned, it was said, if there had been any question of the Government weakening. No one who knows him has any doubt that, if the threat was made, it would have been fulfilled.)

No Trees Spared

The trees never obscure the wood with Mr. Watkinson—he cuts a path through the wood. His meetings in the Ministry never last long. He will come up either with a solution of the current problem, or with a new approach that brings a solution. The new idea—that is one of his strongest points, and it stems from his early training as an engineer. Let something arise on a Friday, and he will be back on Monday with notes of what he wants done.

But he is not impervious to argument. If somebody can show him that his idea will not work, he will listen to reason. But if he is sure of himself—as he was with parking meters, for instance—he will stick to his guns. And now it is said in official quarters that the meters are beginning to work. He knows they will provide money for off-street car parks, and that is what he wants.

When Mr. Watkinson has tackled a problem in a meeting he does not forget all about it afterwards. His "follow-up" notes fly round the Ministry—progress reports here . . . what has happened about such-and-such . . . what is the form on this or that . . . ?

He receives, for instance, a report every four weeks on the progress of the motorways. Those motorways, and the current road programme itself, are tributes to his tenacity. It is true that the basis of the road programme was laid by Mr. John Boyd-Carpenter when he was the Minister of Transport. But Mr. Watkinson, inheriting it, insisted on concentrating efforts on specific roads and schemes. As a result, the Preston motorway will be opened in a month or so, and work on the London-Birmingham motorway will be complete in a year and a half.

It was Harold Watkinson, the practical engineer, who devised the operating plan, as far as the Ministry were concerned, for these great new roads. He took a big new

Vatkinson, Transport, businesstrained in , hence his proach to olem.

Mr. Harold Watkinson, Minister of Transport, engineer and businessman, has been trained in a hard school, hence his forthright approach to any problem.

step in road construction in Britain. For the 53 miles of the London-Birmingham motor road there are only two contractors. Deliberately he gave out the contracts for these long stretches so that it was worth the contractors' while to bring their biggest, newest machinery to bear.

The Members of Parliament who went during the summer to see the day-and-night work on the road were much impressed by this new conception of road building, with its helicopters, its incentive bonuses, its vehicles linked by radio-telephony.

But consider what had happened only a few months earlier—the sterling crisis, the Thorneycroft cuts in capital investment. In the pre-Watkinson era, roads were always the first items to bear the brunt of capital cuts. There was the Barnes motor-road plan, with a special Act of Parliament passed to facilitate it, great fanfares of publicity—then one of the recurrent financial crises, and not another word about motor roads until the present scheme came in.

Mr. Watkinson fought tooth and nail for his road programme last autumn—and won. He was in the Cabinet by then, and so his position was greatly strengthened.

Before becoming a Minister, Mr. Watkinson was a director of a machine-tool concern and was associated with a group of technical and engineering journals. His industrial experience includes the timber and woodworking industry, building, shipbuilding and general engineering.

Bold Approach

As Minister he has shown time and again that he is not afraid to tackle a problem himself if it has proved insoluble to the experts. The 20 m.p.h. speed limit was a case in point. Employers and unions could not agree, so Mr. Watkinson set a time limit and then brought in the higher speed limit. And it all passed off peaceably, except for the Smithfield strike.

He has not neglected his other fields of interest as Minister. He has been in the closest touch with civil aviation, and as for the railways, he has had more to do with Sir Brian Robertson, chairman of the British Transport Commission, than any other Minister of Transport.

He is, moreover, a man who likes to see for himself. Whenever he can manage it, he goes off to, say, Germany, or to the U.S.A. to keep in touch with the latest developments. He has developed quite an "explosive" habit of "opening" things. When he blew down a wall he positively showered everyone present with bits of debris. After that, they say, the Ministry concluded that the safest thing for him to use at an opening was—a button!

The Commercial Motor Show organizers might take the hint! But even if they don't get an explosion, they are certain to get some good, sound common sense.

ingless lines, the neapolitan colouring

Either the coachbuilder or the coach

operator appeared to fall for every

passing fashion, he added. There had

been zigzags and jazz, parallel lines

and speed whiskers, the dollar grin and

the horrific Tudor-bethan leaded light.

The industry could claim to be the

and illiterate lettering?'

Leaning on my spade, like any professional gardener, and idly watching the unending stream of traffic bowling coastwards across my village green, I fell to wondering whether all those coaches, clearly functional in construction, need look quite so out of place in the heart of the country.

The RIGHT Lines

-But Not These!

". lozenges and diamonds, sputniks and the television-screen shape, all intermingled with lamps of different shapes let in at different levels..."



An essentially fair-minded character, I was prepared to admit that the British coach might well look at home on the seafronts of our more enterprising seaside resorts, blending nicely with the contemporary coffee bar and the splendours of the shooting galleries.

But was their style of decoration absolutely necessary? I am no artist and I am prepared to concede that what pleases one man may be anathema to another. I determined to seek another opinion, and one from outside the bodybuilding industry at that.

The Council of Industrial Design, which has its head offices at the Design Centre in Haymarket, London, exists to improve and publicize British design throughout the field of industry. Through it, our shops display some charming and practical everyday works of art, in china and textiles and furniture.

The Council has sound ideas on what is good and not so good. It is utterly free from airy-fairy theories and it is just as interested in the sound design of a wash-basin as a watch.

It seemed likely, therefore, that some member of the staff would have views on coach design that should be worth hearing. And so it came to pass. Paul Reilly, the deputy director, has very definite views indeed.

Mr. Reilly is an energetic, balding man, blessed with a keen sense of the ridiculous and a flow of language that remarkable anachronism, the British Railways Olde Englishe Tavern car.

It is not the general overall shape of the present-day coach that bothers Mr. Reilly. It is well recognized that its lines are largely dictated by law and function, resulting in a vehicle that carries a large number of people over long distances in remarkable comfort. Nor is anything but a warm welcome extended to the proper use of new materials, as in plastics roof lighting and front and rear domes.

What does cause the not unduly sensitive Mr. Reilly to leap in frenzy from his chair is the use of ridiculous and tasteless decoration and the curious, competitive spirit which prompts each new example.

Agreed that the shape itself is sound enough, why must it be ruined by trifling additions that can have the effect only of cheapening it? Surely, he says, operators would wish their fleets to be distinguished, not indistinguishable, from the common herd?

The aeroplane is among the most attractive of metal forms; no airline operator would dream of embellishing his machines with strips of chromium plating and anodized aluminium. Why, then, does the coach operator?

It is, of course, all too easy to fault anything but the best. It is also well known that the experts will disagree as to what constitutes the best, becoming



By Tom Walkerley
in an interview with

Paul Reilly

Deputy Director, Council of Industrial Design

is a delight to hear. He makes no claim to technical knowledge of coach design and, on the whole, he is well pleased with the amenities he finds inside them. This is particularly the case where they include a well-upholstered seat and a discreet device to keep the drinks cool: in this I find myself entirely on his side.

I showed Mr. Reilly a selection of photographs of current coaches that evoked hoots of derision. Passing from one to another, his finger stabbing at examples of what he termed "frivolous frills," he asked, "Who conceives these lazy lozenges and mean-

E14

The Right Lines-cont.

slightly overheated in the process. Nevertheless, there are standards that are recognized to be acceptable and there are solecisms of design which only a genius can afford to ignore.

The things which Paul Reilly finds totally unacceptable are vulgar decoration and cheap gimmicks that have no relation to functional needs. He describes some coachwork—pretty pithily, I thought—as a "compound of livery and spivery which reduces fine engineering to the level of the juke-box on wheels."

The front end of the coach suffers most at the hands of the stylist, as distinct from the designer. Current regulations and practical design have resulted in large windscreen areas, which, in themselves, can look attractive as well as giving driver and passengers all available visibility.

Under the Belt

It is below the window line that the thing runs riot. Here we are confronted with lozenges and diamonds and sputniks and that well-known television-screen shape, all intermingled with lamps of different shapes let in at different levels.

Somewhere amidst all this gaiety, we are likely to find the name of the proprietor, the flags of all the nations and what is left over from the two-colour scheme of the side panels. Almost certainly, room will be found for some more chromium-plated strip, in addition to the bumper (with or without lights). The result is inevitably untidy and unpleasing.

On the coach sides we have "streamline curves" and "speed streaks," extending from front to rear, with varying degrees of boldness. And all this for a vehicle which is restricted to 30 m.p.h.! Might not the straight lines that emphasize length, as with a lady of unmentionable dimensions, be more appropriate?

Who is to Blame?

Who chooses all this glamour, glitter and gloss, asks Mr. Reilly. Surely not the engineer, who recoils instinctively from such treatment? Nor the operator, who, presumably, seeks distinction rather than notoriety? Can it be the public? Probably not, because it is unlikely that they have been asked.

I rather fear that much of the illtaste so lavishly displayed is caused by the pressure of competition. It is a pity that competition should lead to brighter as well as to better coaches, but, in fact, there are already signs that a halt has been called by leading designers to the rot of the recent past. Earls Court will show how well the unfortunate lessons have been learnt. Rayon, Nylon and Steel Cords Supplanting Cotton as the Material for Tyre Casings: Urgent Research in Progress

The Tyre Cord War

By a Special Correspondent

WITHOUT the ordinary user's being fully aware of the fact, a major battle has developed in the tyre world between the various providers of raw materials for the casing, or "canvas" as it is still called by those whose terminology is behind the times.

The carcase is by way of being the forgotten element of tyres, for most users think only of the rubber that they can see and which takes the visible wear. Actually, of course, the shape and strength of every tyre depend on the casing. This is the body. Rubber is only its coat.

Since the inception of the pneumatic tyre, the usually invisible casing material has moved through several well-defined phases, and the fact that for many years the user has found little need to concern himself with tyre casings is no mean testimony to the standard that has been achieved.

Linen formed the basis for the original Mr. Dunlop's first pneumatic bicycle tyre, but this material was soon to give place to cotton. Woven in the form of canvas, it sufficed until after the 1914-18 war, when it made way for the form of casing that is employed today—that of tyre cords.

Here the strength lies in the warp (or "longways") threads, the weft (or cross yarn) being light and widely spaced, as its function is merely to hold the warp in position.

The Coming of Rayon

Until about 20 years ago, these cords consisted of cotton, but in 1939 premium-class covers which incorporated Courtaulds' Tenasco cords were being offered to the public. At one time, the demands of the tyre industry for cotton were enormous, over 400m. lb. being absorbed by the United States rubber industry alone. War-time emergencies were quickly followed by the first production of high-tenacity rayon. For a variety of reasons the new material was on its way in.

Because rayon has a greater regularity of form than natural cotton fibres, it will make up lighter and thinner than a cotton cord of corresponding strength. Rayon casings, therefore, brought in their train cooler-running covers with thinner walls and a smaller quantity of rubber—all important factors during the war.

At this time synthetic rubber came into the picture, and, here again, rayon casings were found to provide a decided advantage, as they reacted better to the greater internal heat which arose with the employment of substitute material. Rayon tyre fabric was shown to be entirely suitable for use on heavy vehicles driven hard under tropical conditions.

Nylon Developments

A relatively new factor has been the entry of nylon into the tyre field, although it was introduced into the United States some 20 years ago by the Du Pont organization. The pattern of employment was much the same as with rayon, starting with tyres for aircraft, passing to earth-moving equipment, then on to road haulage and passenger transport. In America, where its development has been rather quicker than in Britain, the amount of nylon used for tyres has doubled each year since 1954.

Supporters of both rayon and nylon are now launching their broadsides on the vehicle-using public, in many cases the whole position being obscured by the somewhat conflicting claims of the two sides. In the commercial field, furthermore, there are the advantages of the steel-cord tyre to be considered, this variety having 10 years' proven service behind it.

Although the cord material is obviously relatively heavy in this case, the covers can be made with fewer plies, and smaller physical dimensions may be employed in relation to a given load capacity.

Post-war Research

At the end of the 1939-45 war, rayon tyre cords had become accepted, but research continued with the object of improving their performance. During the past five years, the Courtaulds organization have passed from the Tenasco 35 to the Tenasco Super 70 and on to the Tenasco Super 105, which is stated to give a cord 50 per cent. stronger than those in use a few years ago.

An important aspect as compared with the natural fibre is that the high-tenacity rayon tyre becomes stronger in the course of running, because when in operation the heat within it rises and moisture is dissipated. During the cover's life, the tyre cords are flexed many million times and they must therefore resist these stresses so that there is no growth or malformation of

the cover. To achieve this object, great care is employed in the process of manufacture to control the elongation of the yarn.

Authorities in the tyre industry are looking forward to the advent of appreciably higher-tenacity rayon yarns which will facilitate the production of covers of the same load rating but consisting of fewer plies. Some such increases can be obtained by development of the present forms of rayon-yarn production plant, but for an improvement of the order of 60 per cent. and upwards heavy capital outlay would be necessary as entirely new units would be involved.

A Courtaulds study dealing with the economics of the Tenasco Super 105 cord, as compared with Tenasco 35, indicates that with commercial-vehicle tyres substantial savings have already been made through ply reduction.

Increased Cord Strength

"A tyre now made with, say, 10 plies of Tenasco 35 with 26 ends per inch gives a total strength per inch of 7,020 lb. With 1,650-denier Tenasco Super 105, a slightly higher strength can be achieved with only eight plies of 25 ends per inch. This would give a saving in fabric cost alone of 14 per cent. over the 10-ply Tenasco 35 tyre; there are also additional savings in labour costs and overheads associated with fewer plies," the study reports.

High shock resistance is one of the features that has made nylon specially attractive for use in tyres intended for quarrying, earth-moving and cross-

country operations. During the development period this material has presented various problems in relation to instability of size.

However, the antidote has proved to be a process whereby the nylon cord is stretched under controlled conditions in a temperature of about 200° C., this operation giving dimensional stability in the material. The strength of nylon does not vary greatly whether the material is wet or dry, so that cuts that permit the entry of moisture are of less importance than would otherwise be the case.

A publication of British Nylon Spinners, Ltd., describes how, to demonstrate the resistance of nylon tyre cords to breakage under pressure, an important tyre company fitted a cover to a standard wheel which was then placed under a press. When the ram was lowered, the tyre flattened at the top and bottom and the steel rim crumpled. But the tyre did not suffer a blow-out.

The importance of steel as a tyrecord material lies in its high tensile strength, which obviously permits a substantial reduction in the number of plies for a given size of cover, also that it is unaffected by such levels of heat as are generated under tyre operating conditions.

In 1948, when the manufacture of steel cords was started at Michelin's Stoke-on-Trent factory, only one type of cord was used, this being for the two-ply and four-ply Metallics. Of smaller than standard dimensions for a given load capacity, the casings of

these covers are built up in the same way as those of conventional tyres, the individual plies being laid at an angle and crossing at about 90° on the crown. Between the tread and the casing, a steel cord breaker-strip is incorporated to spread shock loads over the crown area.

The construction of the Michelin X Giants differs from that of conventional tyres. A single radial ply of steel cord is used in the casing. Steel cords make up the three ring plies under the tread, these being so arranged that two make a very small angle with the tread line, and the third making a more acute angle.

This is claimed to reduce tread distortion and increase tread mileage. The steel cords of the casing are arranged archwise from bead to bead, transmitting the stresses of driving and braking from the bead rings to the tread band.

Needs of the Future

A brief examination of the virtues of the various carcase materials currently available, and those with which experiments are at present being performed, suggests that each may ultimately find a place in meeting particular requirements, especially as research may result in their properties being adjusted to meet specific requirements.

So far as the tyre manufacturers are concerned the situation is under close examination, and important organizations are prepared to introduce new plant in order that the newer materials may be employed to the utmost advantage.



Higher Speed and Longer Range in New Electric

The new Morrison Electricar E.H. 20 1-tonner has a maximum speed of 13-14 m.p.h. and a range of up to 38 miles on one battery charge.

DUE to make its first appearance at the Dairy Show next month is a new Morrison Electricar dairy vehicle. Known as the E.H.20, it is derived from the previous E.H.25 model, but offers a higher speed—13-14 m.p.h.—and an increased mileage per battery charge.

The traction motor is a series-wound type fully enclosed and ventilated. A Hardy-Spicer propeller shaft takes the drive to a double-reduction rear axle #16 incorporating helical-spur and spiral-bevel gearing. An innovation is the control gear for the motor.

Drive is now governed by a singledepression pedal which operates an automatic delay switch giving three speeds forward and reverse. The delay mechanism is designed to avoid an excessive drain on the batteries when starting from rest.

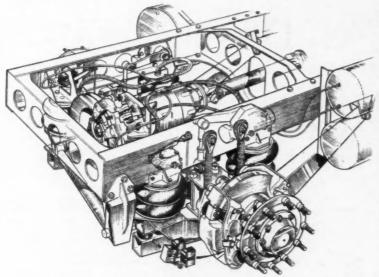
The hand switch which engages reverse

has an interlock to ensure that the neutral isolating position is selected before engagement. This control system is also fitted to all full-range M.E. vehicles.

The frame is of pressed-steel channel sections. Three-piece wheels carry 23 x 5-in. tyres and suspension is by semi-elliptic springs. Lockheed hydraulic brakes with two-leading-shoe action on the front wheels and leading-and-trailing shoes at the rear have 11-in-diameter drums and 2½-in-wide facings.

A new walk-through cab gives better protection for the driver and improved forward vision. The standard fully open cab may be supplied if required.

Suitable for a deck length of up to 7 ft. 6½ in., the E.H.20 will carry a 1-ton load non-stop for 34 miles when the standard Crompton 24 SATH 13 battery of 240-a.h. capacity is fitted. A 24 THA 13 unit of 258-a.h. capacity, which increases the non-stop range to 38 miles, can be supplied.



(Above) This exclusive drawing shows the layout of the rear suspension on the Foden experimental tractor in the demonstration park at Earls Court. The axle is carried on two bridging members pivoted to radius arms and there are four air bellows. Dunlop disc brakes are fitted, including a transmission hand brake. (Right) Two air springs are used in conjunction with light leaf springs to locate the front axle.

Air Springs and Disc Brakes on Foden

A lR suspension and disc brakes have been fitted experimentally to a Foden KETU 6/25 tractor, which is to be seen in the demonstration park at Earls Court as a last-minute "surprise"

It is not a production model, but the specialized equipment has been incorporated in it to show the progress that is being made by Fodens, Ltd., Sandbach, in such technical fields and to enable the company's engineers to gain valuable experience under service conditions after the Commercial Motor Show.

The tractor has a wheelbase of 8 ft, 3 in. and is powered by a Foden FD6 Mark III 150 b.h.p. two-stroke supercharged oil engine. This drives the 8½-in-centre overhead-worm axle through a four-speed constant-mesh gearbox. Nylon 9.00—20-in, tyres are employed.

The air-suspension layout at the front is unusual in that the Dunlop Pneuride bellows unit works in conjunction with semi-elliptic springs. This layout has been adopted primarily for three reasons: axle location is simplified; braking torque reaction is more easily provided; and the installation is cheaper and less complicated than one employing independent front suspension or radius arms.

Each front spring has eight leaves and is 54 in. long (6 in. longer than normal Feden practice) to reduce the frequency

Experimental Surprise
Exhibit at Earls Court
Combines Air and Leaf
Springs

to match that of the air bellows. The spring location is orthodox, embodying swinging shackles at the rear, and normal shackle pins have been employed provisionally, although greasing could be eliminated by the use of rubber-bonded pins.

Each of the leaf springs has a static load rating of a ton, so that any imposed load greater than this is carried by the air springs. In the case of the tractor application, the minimum front-axle loading would be about 2½ tons, thus the bellows are always under pressure, as they are each supporting about 8½ cwt.

In the case of a normal load carrier with this suspension layout, the frontaxle loading might be lighter. The air units would then carry less load when the vehicle was empty, but the bellows would always be under slight pressure to ensure that the conical seals at the upper and lower ends were not broken.

Thus, under ideal conditions the leaf springs can be designed to give the required suspension characteristics when the vehicle is running empty, and the air

bellows will act as fully progressive helper units to give constant suspension-characteristics irrespective of the imposed load. The Dunlop Pneuride units employed

The Dunlop Pneuride units employed have a nominal diameter of 9½ in. and are of the two-convolution type. Combined with the leaf springs, the front suspension frequency is 100 c.p.m., and each front bellows has a rating of 1½ tons, thus the complete front suspension can cope with a 5-ton imposed load.

Each bellows has its own 200-cu.-in. surge tank located adjacent to the spring in the front of the frame, and there is one Dunlop levelling valve on the inside of the left side-member, acting directly on to the axle. This levelling valve has an 8-sec. delay.

The two bellows are interlinked through an isolating valve, which ensures that,

> although the pressure in both bellows is controlled by the same levelling valve, air cannot pass from one bellows to the other (as under extreme roll

conditions, for example) and they always operate at equal pressures. Girling PV.9 lever-type dampers are employed, and the front-axle travel from static condition to full bump is 2½ in.

The rear suspension employs a similar layout to that developed by Dunlop, and exclusively described in *The Commercial Motor* on March 21. This configuration was designed for a 7-ton chassis, however, so as applied to the Foden the suspension units are much heavier.

There are two channel-section radius arms, the forward ends of which are pivoted to the frame on Metalastik bushes. The axle centreline lies 4 ft. behind the pivot points. The radius arms are boxed adjacent to the axle, and the axle itself is carried rigidly on two bridges, which are pivoted to the arms.

Movement between the bridges and the arms is restricted by two rubber anti-roll buffers at each end. These buffers are pre-loaded to give the required degree of roll resistance.

At each end of the bridge members there is a Dunlop Pneuride 12-in-diameter two-convolution bellows having a capacity of 3 tons. Although the rear-axle loading will rarely exceed 9 tons, larger bellows have been used than would appear necessary, with the object of reducing the operating pressures, so that pressure build-up is more rapid and responsive

Air Springs and Disc Brakes on Foden—(Contd.)

to movement of the levelling valves. Obviously, it is quicker to increase pressure from 40 p.s.i. to 50 p.s.i. than from 90 p.s.i. to 100 p.s.i.

There are two levelling valves at the rear axle, mounted inside the frame side members and two Girling dampers.

Surge tanks are not incorporated, because the bellows capacity is such that each pair gives the required frequency of 115 c.p.m., without the additional surge-tank capacity.

The total available axle stroke of the present installation is 5½ in., this being limited by the 200 p.s.i. maximum pressure allowable inside the air bags under full-bump conditions. If surge tanks are fitted, however, the maximum bag pressure will be lower and the axle travel could be increased correspondingly.

The suspension is fed from a separate main reservoir, which, like the braking reservoir, has a protection valve. The two systems, although interlinked so that the suspension tank is fed from the brake tank, become independent in the event of failure of either system. A water-cooled Tu-Flo 400 air compressor has an output rating of 7.5 cu. ft. The maximum air pressure is 105 p.s.i., but the maximum working pressure at the rear bellows in service will be about 70 p.s.i.

Nylon Piping Used

Polypenco Nylaflow nylon piping is used extensively in the installation, but reinforced-rubber hoses are employed between the levelling valves and the bellows units.

Fodens hope that their experiments with air springs will allow them to make reductions in the weight of the chassis because of the lower stressings.

Dunlop disc brakes are used at both axles and for the transmission hand system. The axle discs are 15½ in. in diameter and 1½ in. thick, and are interchangeable between hubs.

Each front brake has a single twincalliper unit, each calliper containing four friction segments actuated by four 3-in.

diameter hydraulic pistons.

A 1½-in.-diameter master cylinder actuates the front brakes, the maximum line pressure being 1,200 p.s.i., and the master cylinder is mounted in conjunction with a Clayton Dewandre type 30 air-pressure actuator, controlled by a D1 valve with treadle pedal.

At the rear there are two twin-calliper units per wheel, each with four pads, and four 3½-in.-diameter pistons. The 1½-in.-diameter master cylinder works on a separate circuit to the front brakes and has its own air-pressure actuator.

The friction pads at all wheels are interchangeable and are $1\frac{1}{16}$ in, thick, $2\frac{1}{6}$ in, deep, and $3\frac{1}{6}$ in, long. A pair of pads can be changed simply by removing one bolt.

The transmission disc is the same size as the wheel discs, but the mounting is different, so it is not interchangeable. A single twin-calliper unit is actuated by cable from a Foden variable-leverage hand-brake lever.

"C" Driver Cleans Up

W. T. Haywood, Lorry Driver of the Year, Gains an Armful of Prizes

WITH a great ovation from the wet and chilly spectators, and besieged by Press and newsreel photographers, W. T. Haywood, of Geo. Prince, Ltd., Birmingham, last Sunday received from Lord Mancroft, Minister Without Portfolio, four trophies and more than £60 in prize money. Lord Mancroft was presenting the prizes after the final



the Traders' Road Transport Association's cup for the best C-licence driver.

Haywood's overwhelming success was no fluke. In the class championship which preceded the final run-off he incurred fewer penalties than any of the other 141 entrants. He did so in the face of competition so keen that 51 of the contestants earned *The Commercial Motor* Diploma of Merit for having gained at least 75 per cent, of the possible marks.

Of the 10 class champions, four— C.Q.M.S. S. Gatecliffe, W. T. Haywood,

W. H. Painter and J. Hough—were previous finalists. In the run-off, they and the other six champions drove new Austin 7-tonners lent for the occasion by the Charity Bank Brickworks, Ltd., Coventry.

Second place after W. T. Haywood was taken by L. B. Eales, who lost 230.5 points, and third place by P. Harkin with 248.9 points. Eales won the Coventry

W. T. Haywood, Lorry Driver of the Year, receives his awards from Lord Mancroft, Minister Without Portfolio (right). Cllr. R. W. Brain, chairman of the competition, is standing on Lord Mancroft's right.

round of the Lorry Driver of the Year Competition at Baginton Airport, Coventry.

Haywood, an Austin driver, won the title, "Lorry Driver of the Year." with the loss of 208.9 marks in the final run-off and was awarded the Coventry Trophy, presented by the British Motor Corporation, and £50. As champion in Class C (153.8 penalty points) he repeated his performance of last year, and gained an award from the Regent Oil Co., Ltd., and £10.

In addition, he put up the best performance by a driver of an oil-engined vehicle, which brought him the Sir William Rootes Silver Salver, a silver cigarette case and a cash prize, and won Evening Telegraph trophy and £30. Harkin gained the National Benzole trophy and £20, and a pair of gold cuff links and a cash award from Rootes.

Some drivers were heavily penalized because they had not studied the rules, although their driving ability was undoubted. Tests 2 and 4 (see panel on opposite page) generally produced the heaviest losses of marks.

Many of the drivers were so accurate in their estimation of the minimum width through which they could drive that they allowed themselves insufficient margin for reversing through the pylons, although they successfully negotiated the hazard in a forward direction. Among them were K. Kirton (Ernest Batley, Ltd..







(Left to right) L. B. Ea es, Class D champion and second in the final run-off. P. Harkin, Class F (2) champion, third in the final run-off and second in the contest for the best driver of an oil-engined vehicle. H. Eden, champion in Class E.

Austin), who allowed himself a tolerance of only 1 in., and R. Elder (S.P.D., Ltd., Thames), with a margin of 3 in.

In test 4, the difficulty was to stop with the rear of the vehicle parallel with the rear barrier of the second box. At least in the early stages of the event the rear barrier appeared not to be exactly at right angles to the side rails. If this was so. contestants would have been misled.

Although he did not gain an award. A. R. Thompson (Tate and Lyle, Ltd., Bedford) deserves special mention. As runner-up in Class C he lost far fewer marks (163.4) than any of the champions in the other classes, and had he not been competing against W. T. Haywood he might have become Lorry Driver of the

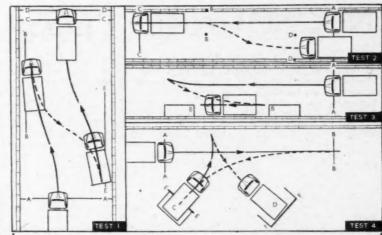
Sgt. F. J. Little, of the W.R.A.C., Colchester, earned a round of applause for her vigorous handling of a Bedford, which, despite her apparent frailty, she hurled around the course with masculine energy.

P. Harkin, champion in Class F (2), third in the final classification and second man among the drivers of oilers, had a walk-over at Weymouth, where he was the only competitor in his class, but had an opportunity of demonstrating his skill at Baginton.

H. Myers (B.R.S.) reversed his Bristol; eight-wheeler so quickly into the second box in test 4 that everyone expected the barrier to be sent flying, but with splendid showmanship he halted an inch or two from it.

Among S.P.D. drivers who did not gain awards but showed commendable skill were B. C. Clarke, E. C. Moye and E. Harris, all in Bedfords, and G. F. Corri in an Austin. S. G. Jenkins (Tate and Lyle, Ltd., Bedford) and C. Dawson (Crown Bedding Co., Ltd.) in a large Albion van also attracted notice.

W. S. Smart (Amey's Transport, Ltd.), who was the all-out winner at Oxford in July, handled his Austin articulated outfit with great precision, and T. Iball (T. Wall and Sons, Ltd.) put up a good show with a massive insulated van in Class G.



THESE four tests were undertaken last Sunday by competitors in the final of the Lorry Driver of the Year Competition. In all cases, competitors started with their front wheels on line AA, with engines running. Twenty marks were lost when an obstruction or kerb was trushed. kerb was touched.

Contestants who did not perform a test correctly, disobeyed instructions or, in the case of test 2, set the gap too narrow, were treated as having failed and suffered a penalty equal to the worst performance in the appropriate class, plus 100 marks.

class, plus 100 marks.

Tests 1, 3 and 4 were timed throughout. Test 2 was timed only from CC to AA. One mark per second was awarded.

Test instructions, and penalties other than those already given, were as follows:

Test 1t At fall of flag, drive forward to stop with foremost near-side from wheel between kerb CA and line BB. Reverse from line BB to stop with rearmost, off-side rear wheel between kerb CA and line EE. Drive forward to stop with both foremost from wheels between lines DD and CC. Penalties: Patling to place vehicle correctly at first attempt, 20 marks per error.

Test 2: Indicate to marshal at BB the minimum gap through which the vehicle can pass. At fall of flag, drive between pyions and stop astride line CC. At fall of flag reverse between pyions as BB and identical pyions placed at DD and stop astride line AA. Penaltics: One mark per inch in excess of vehicle width at pyions BB. Test 3: At fall of flag, park vehicle at kerb BB in three moves—forward, reverse, forward. Penaltics: Mounting, overrunning or displacing kerb BB, 40 marks. One mark per inch over 9 in. when parked at kerb BB, measured to near side from centre of foremost and rearmost wheels, hubs or tyres (variation due to design of vehicle calculated and allowed).

Test 4 At fall of flag, drive forward to stop astride line BB. Reverse into loading bay C and stop astride line EE. Drive forward and then reverse into loading bay D, with rear of vehicle as close as possible and parallel to barrier FF, but not touching it. Penaltics: Falling to stop astride line BB cEL, 40 marks each. One mark per inch from barrier FF floor parallel farthest point from FF will be cach. One mark per inch from barrier FF (if not parallet, farthest point from FF will be measured). Variation of more than 3 in, between near side and off side rear at FF, 20 marks.

In introducing Lord Mancroft, Cllr. R. W. Brain, chairman of the national organizing committee of the competition, gave much of the credit for the success of the day's arrangements to Mr. G. W. Aston, clerk of the course, and Mr. George MacAulay.

RESULTS (Penalty Points)
Class A (Up to 15 ft.)

1.—A. E. Haywood (A. E. Haywood, Commer),
186.1. 2.—P. Broadbent (B.R.S. (Contracts), Ltd.,
Austin), 216.4. 3.—J. H. Tiller (Express Dairy Co.,
Ltd., Morris), 240.7.

Class B (15-19 ft.)
1.—J. Hough (Quasi-Arc, Ltd., Austin), 196.9.
2.—W. J. Robins (Geo. Cake, Ltd., Austin), 205.9.
3.—D. C. Martin (G.P.O. Plymouth, Morris), 225.6.

Class C (19-22 ft.)

1.—W. T. Haywood (Geo. Prince, Ltd., Austin), 153.8. 2.—A. R. Thompson (Tate and Lyle, Ltd., Bedford), 163.4. 3.—M. Poole (Guest, Keen and Nettlefolds (M), Ltd., Austin), 190.

Class D (22-25 ft.)

1.—L. B. Eales (Fisher and Ludlow, Ltd., Morris), 195.8. 2.—B. A. Absolom (Caversham Haulage, Thames), 202.9. 3.—P. R. Willetts (Lockheed Hydraulic Brake Co., Ltd., Bedford), 205.6.

1.—H. Eden (Wilsons Brewery, Sentinel), 193.8.

2.—H. Myers (B.R.S., Ltd., Bristol), 197.9. 3.—F. Wilson (Charrinatons, Ltd., Leyland), 221.2.

Class F (I) ("Arties," Semi-trailers under 22 ft.)

1.—W. H. Painter (Express Dairy Co., Ltd., Leyland), 274.55. 3.—L. W. Smith (Shell-Mex and B.P., Ltd., Scammell), 341.9.

Class F (2) ("Arties," Semi-trailers 22-27 ft.)

1.—P. Harkin (Arthur Hughes and Sons, Ltd., Bedford), 207. 2.—R. M. Thorne (Tate and Lyle, Ltd., Bedford), 248.3.

Class G ("Arties," Tractors over 3 tons, Semi-trailers 27-39 ft.)

1.—J. Hamilton (Sir W. G. Armstrong Whitworth Aicraft, Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and Co., Ltd., Commer), 290.8. 2.—A. J. Smart (Canning and

402.7. Class H ("Artics," Semi-trailers over 36 ft.)
1.—J. Hazeli (B.R.S., Ltd., Leyland), 306.2. 2.—
R. Lawrence (H.M. Dockyard, Plymouth, Bedford),
307.8. 3.—A. Bosworth (Sir W. G. Armstrong
Whitworth Aircraft, Ltd., Commer), 333.5.
1.—C.Q.M.S. F. Gatecliffe (R.A.S.C., Bedford),
218.3. 2.—S.A.C. D. W. Manley (R.A.F., Bedford), 225.6. 3.—Sgt. F. Tucker (R.A.S.C., Bedford), 245.

218.3. 2.—S ford), 225.6. ford,) 244.25.

ord.) 244.25.

Run-off for Supreme Title
1.—W. T. Haywood. 208.9. 2.—L. B. Eales.
30.5. 3.—P. Harkin, 248.9.
Best C-licensec Driver
W. T. Haywood.
Best Drivers of Oli-englaced Vehicles
1.—W. T. Haywood. 2.—P. Harkin, 3.—J.
lamilton.

Hamilton.

Oldest Driver Gaining "The Commercial Motor"

Diploma of Merit

H. G. Thomas (Standard Motor Co., Ltd.,

Austin), aged 48.







(Left to right) A. E. Haywood, brother of the Lorry Driver of the Year, was Class A champion. J. Hough, a previous finalist, won the Quasi-Arc trophy in Class B. J. Hazell was champion in Class H. Each class champion received £10 as well as a trophy.

NO SQUARE PEGS IN ROUND

ONFUSION rather than clarity could well be the outcome of a prospective purchaser's visit to the Commercial Motor Show if the many factors which go to determine the right choice of vehicle have not been carefully considered and analysed beforehand. It would indeed be unfortunate if the very diversity of makes and types which a virile industry has provided resulted in a model being purchased which was unsuited for the job on hand, however excellent it might be in other respects.

With so many manufacturers offering an extremely wide range of vehicles, they would be anxious, in their own interest, that a prospective buyer should choose the type suitable to his particular needs, with the ultimate aim of adding another satisfied customer to their books. This object, however, would be achieved only if the operator himself was clear in his own

mind as to what he required.

The amount of financial resources available will in most cases compel the operator to compromise in his selection. Much greater dissatisfaction would result, however, if it later became obvious that a more suitable vehicle could have been

operate, as well as the maximum load to be carried. If there were to be wide variations in operating conditions, the lowest and the highest gear ratios would give some guide as to the range of the vehicle's power. For this reason also, two-speed axles are becoming increasingly popular, either as standard or alternative equipment.

Where collections and deliveries have to be made in congested areas, note should be taken of the overall dimensions and turning circles of the vehicles under consideration. When calculating the available payload capacity by deducting the weight of the chassis, cab and body from the manufacturer's recommended gross weight, the distribution between the axles should not be overlooked. The law specifies a maximum of

9 tons on one axle.

The total laden weight legally permitted is 14 tons for a four-wheeler, 20 tons for a six-wheeler and 24 tons for an eight-wheeler, with 14 tons for a drawbar trailer. The maximum permitted laden weight for a vehicle and trailer with power-assisted brakes is 32 tons, whilst articulated vehicles are limited to 20 tons where a two-wheeled semi-trailer is used and



Planning for Profit

Considerations to Bear in Mind When Visiting the Show With a View to Purchasing New Vehicles: Importance of Operating Costs Likely to be Incurred

Built by B. Walker and Son, Ltd., Gammons Lane, Watford, this pantechnicon body with integral cab is based on a Thames 15-cwt. chassis. The exterior is steelpanelled and the front dome is of plastics. At the rear is a roller shutter and tailboard.

obtained if more care had been taken in the initial selection. Such circumstances could well reflect adversely on the interest shown in their work by both operating and maintenance staff.

I propose to segregate the items to be considered in choosing a vehicle, into three broad categories—past, present and future.

An established operator would have his own experience to guide him as to the type most suitable not only for his particular traffic, but also for the terrain in his locality. Most commercial-vehicle manufacturers have been in existence for many years, so that continuity in respect of spares and service can reasonably be expected. Where other factors are similar, however, the nearness of manufacturers' service and spares depots can be of real importance. It enables the operator to reduce his outlay on stocks of spares and cuts idle time.

The purchaser's immediate interest would naturally be centred on the vehicle. Without previous experience of the characteristics of particular chassis, he would be well advised to take the manufacturer's advice, where alternatives are available, on the most suitable combination of engine, gear ratios, axle ratios and tyre sizes. It is only by a correct combination of these factors that the maximum advantage can be taken of the potential power output of the vehicle.

The manufacturer, in turn, would require to know of any exceptional gradients over which the vehicle was expected to \$\vec{120}\$

24 tons where the semi-trailer has four wheels or more.

The maximum permitted length of four-, six- and eight-wheeled rigid vehicles is 30 ft., and 35 ft. for normal articulated

vehicles. For a trailer (excluding the drawbar) it is 22 ft. The overall width of a goods vehicle and trailer is restricted to 7 ft. 6 in., but where vehicles or tractive units exceed 4 tons

unladen, a width of 8 ft. is permitted.

No doubt the larger operator will have to come to some decision as to the rival claims of specialization or standardization. This in effect is one of the aspects of the rival claims of traffic and engineering departments. Whilst a vehicle, and particularly a body, tailor-made for a particular job, should give maximum efficiency, there must obviously be practical limits to the adoption of such a policy.

Whilst a C-licensee may be able to go a good way towards achieving this ideal, it is hardly possible for the general haulier, because of the multiplicity of traffic that he handles. The widespread extension in the availability of exchange units has tended to weight the scales still further in favour of standardization. Because of the higher cost of operation today, maximum vehicle availability is more imperative than ever before and the unit-exchange system assists in achieving this objective. Too extensive a range of makes and types tends to nullify any advantage which might otherwise be derived from such a scheme.

Whilst payload must be the first consideration, the importance of the bulk of traffic to be carried must not be

HOLES

Bedford vehicles are used by the B.B.C. as mobile transmitting and receiving stations, and carry extensible towers and equipment for relaying television pictures from outside locations. A fourwheel-drive type is seen here on Dunstable Downs. Bodywork and towers are built by the Eagle Engineering Co., Ltd.

overlooked. In some types of operation, floor space might be of equal importance to load-carrying capacity.

Because of the demands of trade and industry, a great number of vehicles with specialized bodies is being operated. Whilst the tendency to use special bodywork may

increase, it is necessarily more expensive. Consequently, all the factors of operation should be carefully considered before a decision is made to purchase such equipment. A sufficiency of suitable traffic must be virtually guaranteed. Higher operating costs must be expected, whilst the ultimate resale value may be comparatively lower.

More important even than the standing of the chassis manufacturer and the service he can offer, or the specification of the vehicle finally selected, is the cost of subsequent operation and maintenance of the vehicle, set against the work it has to perform during its useful life. Because such matters are related to the future, any expression of opinion must always remain an estimate.

Even so, it would not seem unreasonable that a prospective purchaser, particularly a small man, should expect the manufacturer to give some indication of the expected cost of operation of his vehicles. By comparison, the sporting motorist can select a vehicle with a performance virtually guaranteed within comparatively small limits. It would seem logical that a commercial-vehicle operator who buys his vehicle as a business proposition should be equally assured of its economic performance.

I propose to detail the operating costs of a 5-ton oil-engined platform vehicle operating 600 miles per week, together with the relative percentages of the 10 items which go to make up the operating costs of commercial vehicles. With an unladen weight of around 2 tons 17 cwt., the annual licence duty would be £35, or 14s. per week. Weekly wages are assessed at £8 19s., in accordance with R.H.(64), and having made allowance for insurance contributions and holidays with pay. Rent and rates are reckoned at 10s. 6d. per week. With an annual premium of £34, insurance would amount to 13s. 7d. per week, whilst interest on the initial cost price of £1,530 would add 18s. 3d., making the total standing cost per week £11 15s. 4d.

Residual Value

On the assumption of a fuel cost per gallon of 3s. 10d. and consumption rate of 18 m.p.g., the cost per mile would be 2.56d., whilst lubricants are reckoned at 0.24d. With an average tyre cost per set of £160, tyre cost per mile is reckoned at 1.41d., whilst maintenance adds 1.82d. Depreciation is estimated at 2.30d. per mile, on the assumption of an ultimate residual value of 12½ per cent. of the initial cost. Total running costs per mile are, therefore, 8.33d.

Where 600 miles per week are operated, the corresponding weekly expense of these five items of running costs will be: Fuel, £6 8s.; lubricants, 12s.; tyres, £3 10s. 6d.; maintenance, £4 11s., and depreciation, £5 15s., a total of £20 16s. 6d. Added to the weekly standing cost, this gives a total operating cost of £32 11s. 10d.

Proceeding a stage further, the percentages of each of these



10 items of operating cost—five standing costs and five running costs—in relation to the total operating costs are: Standing costs—Licences, 2.15; wages, 27.46; rent and rates, 1.61; insurance, 2.08; interest, 2.80; total, 36.10. Running costs—Fuel, 19.64; lubricants, 1.84; tyres, 10.82; maintenance, 13.96; and depreciation, 17.64; total, 63.90.

In such circumstances a small increase or decrease in the unladen weight would have no marked effect on the overall cost of operation, particularly as the restriction to 20 m.p.h. no longer applies to vehicles of 3 tons unladen weight. Nevertheless, where reduced unladen weight permits increased payloads, there could obviously be a marked financial benefit, because this would be cumulative with every trip, assuming, of course, that such additional traffic was available.

Fuel Cost Per Mile

Wages, even when calculated on a 44-hour week, as in this instance, are the largest single item—27.46 per cent.—which tips the scales heavily in favour of the larger vehicle when operationally suitable. Second only to wages is the cost of fuel. Whereas the estimated fuel cost per mile for the 5-ton oiler is 2.56d., for a petrol-engined vehicle it is 3.75d., an increase of nearly 50 per cent.

The cost of tyres largely depends upon subsequent careful maintenance, rather than on the initial specification, as no manufacturer of repute would undertyre a vehicle. Under particularly arduous conditions of operation, the fitting of oversized tyres might well be worth while, not solely in terms of cost per mile, but as an insurance against delays which might otherwise be caused through premature tyre troubles.

Maintenance costs depend upon many factors, some of which lie outside the merits of any vehicle. With the increasing use of the unit-exchange system, the time and expense incurred in routine servicing (which here is included in the term "maintenance"), such as fuelling, washing and cleansing, is becoming relatively more expensive. The comparative simplicity of the operation is more than outweighed by its inevitable repetition. For this reason, the use of automatic chassis lubricators deserves consideration.

In comparing the relative merits of medium- or higher-priced vehicles and their effect on the cost of depreciation, it should not be overlooked that factors other than the inherent quality of the vehicles concerned may influence this matter. For example, in highly competitive retail delivery, the appearance of a van can be so important as to necessitate disposal before the end of its economic life. The more specialized a body, the more likely is the used value of the vehicle to be lower than average. An examination of the price asked for used goods vehicles in *The Commercial Motor* classified advertisement columns will give some indication of the varying rates of depreciation of different makes and models. S.B.

Political Commentary

By JANUS

Lack of Argument

F the Road Haulage Association were deliberately determined to damp down all enthusiasm among their members, they could hardly have chosen a better set of resolutions than those presented for discussion at the Torquay conference next month. There is always, of course, much more to a conference than the official business. As somebody or other must certainly have said already, a conference is like an iceberg, with only a portion of its bulk showing and the really important parts hidden.

The Torquay resolutions have no such significance. Most of them have been so mulled over at previous conferences that there can be little fresh to say. begin to cover all the possible subjects. Half of the total of eight are concerned in various ways with the activities of drivers, two deal with taxation, there is one about the farmers' C licence, and a final resolution calling for the setting-up of a public authority with the sole responsibility

for road construction and maintenance.

Problems arising from the need for drivers to keep records may be responsible for two of the early resolutions. The compulsory use of time recorders is advocated in the interests of safety and economy, also as a means for providing accurate records. That these are not always available is alleged in a further proposal, which refers to the failure to keep forms properly, and even to their falsification by drivers. Where employers have taken all reasonable steps to guard against offences of this kind, it is suggested that they ought not to be prosecuted.

For the benefit of drivers, a standard of fitness, to be laid down by the Government, is proposed for road transport cafés. Another resolution calls for the adequate provision of toilet accommodation on main roads.

The taxation proposals are for the abolition or reduction of purchase tax on goods-vehicle chassis, and for a change in the methods of ensuring that there is no abuse of the tax concession to certain users of fuel oil. It is suggested that tax exemption be obtained by means of a refund.

Reiterated Condemnation

Unless the discussions take an unexpected turn at the Labour party conference at the beginning of October, the hauliers will have added to the published list a political resolution, put forward from the chair by Mr. R. N. Ingram. It can safely be prophesied that he will condemn the reiterated determination of the Labour party to renationalize long-distance road hawlage. He is certainly right to do this, but there is nothing new for him to say.

The final session at the Torquay conference will be devoted to what is described as a transport forum, in preference to the more old-fashioned brains' trust. Four personalities with widely differing opinions will sit under the chairmanship of Freddie Grisewood and deal with questions sent up from the body of the hall. The ingredients of the panel, as far as one can see, have been selected in accordance with a formula for making explosives, and include a Socialist M.P., Mr. Ernest Davies. If the questions are of a sufficiently high temperature, there should be some interesting and novel reactions. This will certainly not be the case in the earlier business sessions.

The absence of controversy is not necessarily a bad thing. Proposals that are new and controversial may lead to uncomfortable disagreements and reveal tensions hitherto unsuspected. What may prove to be a good example of this was provided by Mr. Norman Morton, general manager of Sunderland Transport Department, in the paper on "Public Control Without Nationalization" that he read at the Blackpool conference of the Municipal Passenger Transport Association earlier this month.

Mr. Morton would abolish the Traffic Commissioners, also London Transport in their present form. He would like to see all road passenger transport municipalized, with the exception of long-distance express bus services, which would be merged into one body and become part of the British Transport Commission. For the London area there would be four separate operating bodies, each responsible to a board consisting of local authority representatives.

He was able to support his case by drawing attention to a number of weaknesses in the present system. London Transport are particularly vulnerable to strike action or the threat of it and, their efficiency, as far as it can be measured, may well be below that of the best municipal undertakings. The procedure of the Commissioners is, as Mr. Morton says, elaborate, lengthy and costly. Nationalization under the Transport Act, 1947, was halted at an intermediate stage, so that the bus companies taken over by the B.T.C. have remained at the anomalous stage of partial digestion ever since.

Complete Monopoly

Mr. Morton has greater first-hand experience of local government than most people, so that what he has to say on the subject must be heard with respect. Lacking his special knowledge, the general public may feel that the performance of their elected local representatives in other fields inspires little confidence in their ability to run an efficient and economical transport service. If London Transport are to be superseded, one hopes the new organization will be different from what Mr. Morton proposes. There is a touch of the macabre in his idea that the railway-dominated B.T.C. are best suited to have a complete monopoly over long-distance passenger services

Whether Mr. Morton was serious or not in his suggestions, he has set off a train of arguments that may have a permanent, and not necessarily beneficial, effect upon all future discussions on passenger transport. It can safely be said that none of the R.H.A. resolutions will have a similar effect in the goods transport field. Hauliers may welcome this. They have had more than enough of controversy in their time. Happy is the industry that does not make news. If hauliers find it necessary to sheathe their swords for lack of argument, it can be a healthy sign.

There may be a political parallel to be drawn. Publication of the R.H.A. resolutions almost coincided with the issue by the Conservative party of their latest policy statement "Onward in Freedom." It is a pleasant piece of rhetoric, but contains few promises, except to interfere as little as possible with the efforts of the public to improve their own lot.

On the other hand, the more frequent publications of the Labour party have all had their quota of proposals, although many of them have been expressed in vague terms. It might be thought that the party with more to say for themselves might attract more positive support. Instead, the discussions on policy have spotlighted the divisions within the Labour party, and the Conservatives, without appearing to do much to help themselves, seem to be gaining strength.

coach chassis

Clydesdale models

A.E.C. Mammoth Major 8 eight-

Albion Claymore, Chieftain and

Atkinson Omega IV six-wheeled trac-

tor and DTL 1366CA six-wheeled export

Stand 85

..... Stand 59

wheeled chassis and Reliance air-sprung

Where to Find the **NEW MODELS**

yd. dumper and 66GSF six-wheeled tractor Stand 60 Foden KE6/24 lightweight eightwheeler, FED6/30 11-cu.-yd. dumper and FRTU6/40 tractor Stand 82

Guy export coach chassis with air suspension and disc brakes, Warrior lightweight eight-wheeler and three models from the Invincible range ... Stand 62 Jensen Tempo 1500 25-cwt. chassis in five versions Stand 57

Karrier Gamecock with underfloor oil engine Stand 74 Leyland Atlantean chassis and complete double-deck bus; Super Comet

Maudslay Mammoth Major 6 x 6

Stand 96 Reliant 5-cwt, three-wheeled van and

Stand 83 Seddon DD8 eight - wheeled

Stand 99 dumper Thames 12-seat personnel carrier on Austin bus version of Omnicoach and 702 7-ton truck (new FX4 taxi on 15-cwt. chassis Stand 72 Carbodies stand) Stand 61 platform lorry Stand 75 Beardmore taxi with Perkins PHILBEACH GARDENS EXIT Four 99 oil engine Stand 67 chassis and Monarch VI export four-Bedford 25-cwt. pick-up, 4-ton York Trail wheeler Stand 84 Andrews Bros. lorry and 5- and 6-cu.-yd. tippers Morris P.S.V. Minibus and 7-ton from TI normal-control range 133 truck Stand 86 W.B. Bawn Eng Commer 5- and 6-ton forwardcontrol trucks with underfloor engines, and 6-ton Superpoise 10-cwt. four-wheeler Stand 66 Scammell Super Constructor with semi-Stand 73 automatic transmission and coil-spring Hands Daimler CVD 650-220 export front suspension coach chassis and CSD 6-30 double-decker chassis ... Stand 76 chassis, Sirdar M six-wheeled Butterfield Marshalls Carmich Dennis Paravan 3-ton parcels Stand 94 E.R.F. 54G four-wheeled 7-cu-Pilot Autolifts British Trailer Commel Brit. Lt. Steel Appleyar Eagle B. Walke Taskers Grane Thompson Bros. Duramin Thornycroft Dodge Morris Dennis Motokov N.C.B ENTRANC B.U.T Foden Scammell Maudslay A.E.C Bedford att Cocker Kenning Brock Daimler Commer, Leyland Ford Chausson and-Rove E.R.F Albion Austin Guy Goggo-mobil Rollalong Bonallack Weymanis Dupl Chassis, body and tractor, Mk. 15/10 with BandE trailer makers' Metro Duple Mulli Leyland engine and Pennine ammell floor at Earls Court. underfloor - engined light-Five bodybuilders weight bus chassis. Stand 93 and trailer makers Standard Atlas 10-cwt. van and pick-Edwa Bros have stands in the Tele-Stand 70 gallery. They are: B. Dixon-Bate, Ltd. ounties -hant hoist Willys-Overland FC170 forward-(141); Marston Motor Co., Ltd. (142); Oldland Motor Body control Jeep Stand 95 Sunbeam three-axled overseas double-Willow Arlington Cunard deck trolleybus chassis Stand 63 Plactons Anthon -brook Thornveroft Mastiff 14-ton-gross Builders, Ltd. (145); chassis and Antar 6 x 4 oilfields chassis M. F. Robertshaw W. Alexande Ltd. (144); Scottorn, Stand 98 Mann Ltd. (143) Trojan forward-control 25-cwt. van Egerto

WEST BROMPTON ENTRANCE Stand 71

with Perkins Four 99 engine

W MODE

ORE than 50 new British vehicles can be seen at the Commercial Motor Show at London's Earls Court, which opens at 10 a.m. today and closes on October 4. All these models have been introduced during the past two months and are in addition to other ranges of new vehicles, such as those from Ford and Dodge, which have appeared since the 1956 Show. This wealth of new material will make the event one of the most interesting ever held.

Foreign entries are fewer this year, being confined to Goggomobil and Volkswagen from Germany, Motokov from Czechoslovakia, Chausson from France and Willys-Overland from the U.S.A. Swelling this number is an unconventional 25-cwt. chassis of German origin built and

shown by Jensen.

Illustrations and descriptions of exhibits on the stands of the 35 chassis manufacturers in the Show appear on this and the following 13 pages. M.C.W. and Chausson, who are entered in the bodywork section but in fact produce complete integrally constructed vehicles, are included in this review for the sake of clarity.

85-A.E.C.

A.E.C., Ltd., Southall, Middx.

AIR suspension is featured on two of the exhibits, and another innovation is the new Mammoth Major 8 eightwheeler. A new 150 b.h.p. power unit—the AV 690—is seen as a working exhibit. One of the air-sprung vehicles is the Bridgemaster 76-passenger integral double-decker, this having air springs and radius arms at the rear, the independent front suspension consisting of wishbones and coil springs. This 30-ft. by 8-ft, bus has Park Royal bodywork, and its constant overall height is 13 ft. 5% in., irrespective of the number of passengers on board because of the self-levelling characteristics of the air springs. The Bridgemaster exhibit is powered by the new AV 590 oil engine (125 b.h.p. net) and has a four-speed synchromesh gearbox.

The other air-sprung vehicle is also a passenger chassis—the Reliance lightweight underfloor-engined design. convolution bellows units are fitted to both axles. Radius arms locate each axle, and at the front the bellows are carried immediately above the axle, whilst at the rear the springs lie behind the axle centre line. Panhard rods locate the axles laterally. The chassis also incorporates a modification to the engine-

auxiliary drives, belts having been eliminated.

There are two other passenger exhibits. One a Regal Mk. IV underfloor-engined single-decker chassis, is part of an order for 132 vehicles for the Department of Government Transport, New South Wales, Australia. This chassis has the A.E.C. 11.3litre 150 b.h.p. horizontal oil engine and Automonocontrol fully automatic transmission. Also for export is the Regent Mk. V left-hand-drive double-decker. This bus is for the Teheran Omnibus Board and has an 11.3-litre engine, although homemarket versions of this chassis are now supplied with either the AV 470 or the new AV 590 units.

The sole goods vehicle on the A.E.C. stand is a new eightwheeler. It has one of the new oil engines which supersede the previous 9.6- and 11.3-litre units, and features of the new design include a revised cab layout to give better access and visibility, larger brakes, and a rearranged rear-bogie suspension designed to give better wheel adhesion and a high degree of

articulation.

59-ALBION

Albion Motors, Ltd.,

South Street, Scotstoun, Glasgow, W.4.

SEVEN of the goods chassis which occupy this stand exclusively have been introduced since the 1956 Show. Newest is the 9-ton Clydesdale shown in chassis form, but two 7-ton Chieftains and the two 4-ton Claymore vans on display are also recent additions to the range. A Caledonian eightwheeler tanker completes the exhibits.

Powered by the Leyland O.375 six-cylindered oil engine derated in the interest of economy to produce 105 b.h.p. at 2,200 r.p.m., the Clydesdale chassis incorporates the new Albion easy-access pressed-steel cab first seen on the Chieftain. The gearbox is a five-speed unit with all forward gears in constant mesh. An overdrive sixth speed of 0.76 to 1 ratio is optionally available. Double-reduction gearing is used in the rear axle and air-pressure braking is employed. The chassis exhibited has a wheelbase of 15 ft.

Similar in general design to the Clydesdale, the Chieftain has the Albion 5.5-litre four-cylindered oil engine derated to develop 90 b.h.p. at 2,200 r.p.m. The five-speed gearbox is similar to that used in the Clydesdale, as is the rear axle. Tyres of 8.25-20 in. (12-ply) are fitted and braking is vacuumassisted by a Hydrovac. One Chieftain is shown as a chassis and cab, whilst the other has an 18-ft. 6-in. platform.

Redesigned to permit quantity production, the Claymore is





(Above) The Atkinson Omega 6 x 6 tractor (Stand 99) has a Rolls-Royce C6. NFL 275 b.h.p. oil engine and an eight-speed semi-automatic transmission. It is capable of hauling 100-ton gross train loads. (Left) One of an order for 250 similar vehicles for Teheran, this A.E.C. Regent Mk. V double-decker has left-hand drive and an 11.3-litre 150 b.h.p. oil engine (Stand 85).

at EARLS COURT

now available as a 4-tonner or 5-tonner, the payload rating depending largely on tyres. The two vans displayed are based on the 4-ton chassis fitted with a horizontally mounted four-cylindered oil engine with an output of 72 b.h.p. at 2,200 r.p.m. The gearbox is a four-speed constant-mesh unit and the spiral-bevel rear axle is fully floating. Braking has vacuum assistance by a Hydrovac.

The Caledonian eight-wheeled 4,000-gal, spirit tanker shown has a Leyland 0.600 125 b.h.p. vertical oil engine, a five-speed gearbox with constant-mesh on third, fourth and fifth ratios.

(Right) Powered by the Leyland 0.600 oil engine, the Albion Caledonian is shown on Stand 59 with a 4,000-gal. spirit tank. A comprehensive specification, including a double-drive rear bogie and brakes on all wheels, still allows a chassis-cab weight of

The other dumper of 5-6-cu.-yd, capacity has a Gardner 5LW oil engine developing 94 b.h.p. at 1,700 r.p.m. Exhibited in chassis and half-cab form, it has Hydrovac assisted brakes,

Marles power steering and a spiral-bevel double-helical rear axle.

Most interesting of the eight-wheelers is an L1786 XFA model shown with a Pilot tipping body. The power unit is the new Gardner 6LX oil engine producing 150 b.h.p. at 1,700 r.p.m. and 485 lb.-ft. torque at 1,100 r.p.m. Coupled to it is a fluid clutch with a Wilson five-speed gearbox giving two-pedal control with semi-automatic gear changes. Power steering and air-pressure brakes are fitted.



and double-drive overhead-worm rear axles with 8-in. centres mounted in a four-spring bogie. Brakes on all wheels are operated hydraulically with air-pressure assistance. In spite of a comprehensive specification, the weight of the chassis, complete with all-steel cab, is only 64 tons.

99-ATKINSON

Atkinson Vehicles, Ltd., Winery Lane, Walton-le-Dale, Lancs.

DEVELOPMENT of off-the-road chassis for dumper and of vehicle are revealed by four maximum-capacity eightwheelers, an 11-ton tractor unit, two heavy-duty dumpers and a 100-ton tractor for desert operation.

Taking pride of place is the Omega IV 6 x 6 desert tractor capable of hauling loads of 100 tons or more and maintaining speeds of over 40 m.p.h. The Show model has a Rolls-Royce C6. NFL 275 b.h.p. oil engine coupled to a semi-automatic transmission system employing a 20-in.-diameter lockable fluid clutch and a Wilson eight-speed gearbox. A transfer box of Atkinson design takes the drive to the front axle and, through a lockable third differential, to the Kirkstall hypoid axles of the rear bogie.

A Cummins HU-6B oil engine powers the 12-cu,-yd, six-wheeled dumper. This engine, producing 150 b.h.p. at 1,800 r.p.m., is coupled to a ZF six-speed constant-mesh gearbox; Marles power steering is fitted and the model displayed has a half-cab and an Autolift body and tipping gear.

Two other eight-wheelers are shown with the Gardner 6LX engine. One is a tanker with a single double-reduction driving axle driven through a David Brown 557/480 gearbox. Airpressure braking is provided. A latest type of plastics cab installed. The other 6LX-powered vehicle has both rear axles driven and braking assistance by a Hydrovac. A Gardner 6LW engine powers the other eight-wheeler, which has vacuum-assisted braking and a single driven axle.

The only tractor shown is fitted with the latest Scammell semi-trailer coupling gear and has a Gardner 5LW oil engine with a five-speed gearbox having an overdrive top ratio of 0.77 to 1 for high-speed running unladen.

61-AUSTIN

Austin Motor Co., Ltd., Longbridge Works, Northfield, Birmingham.

THE most interesting vehicle on this stand is the Gipsy 4 x 4 to cross-country chassis, which incorporates trailing-arm independent suspension for all wheels. The trailing arms have axial shafts attached to their leading ends, these being bonded to large rubber bushes which act as the suspension medium. A B.M.C. 2.2-litre oil engine producing 55 b.h.p. at 3,500 r.p.m. drives both axles through a four-speed synchromesh gearbox and a two-speed auxiliary gearbox. A petrol-engined chassis fitted out as a fire tender may also be inspected.

chassis fitted out as a fire tender may also be inspected.

Derived from private cars, the A35 5-cwt. van and A55 10-cwt. van combine useful loading space with a lively performance. The A35 has the B.M.C. A series 950 c.c. o.h.v. petrol engine, whilst the larger model is powered by the B series 1.500 c.c. o.h.v. unit, both models being fitted with four-speed gearboxes.

The 152 15-cwt. van shown also has the B series engine de-rated to develop 42 b.h.p. at 4,400 r.p.m. Loading space of 200 cu. ft. is provided and the model shown has hinged side doors. Similar in mechanical specification to the van is a 13-seat Omnicoach, which is displayed in its new form, complying with public service vehicle regulations.

Excellent manœuvrability, with a turning circle of 36 ft., is a feature of the LDO2 forward-control 30-cwt. van. The model

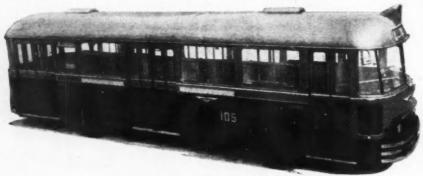
displayed has the 2.2-litre oil engine, but a petrol engine can be supplied. Sliding doors are fitted to the cab and access to the 275-cu.-ft, body is through double rear doors.

A 4-litre petrol engine is the power unit of a 5-ton normalcontrol drop-sided truck, whilst the B.M.C. 5.1-litre oil engine

producing 105 b.h.p. at 2,600 r.p.m. is fitted in a forward-control tractor. This model has a four-speed gearbox and is suitable for a gross train weight of 12 tons with a single-speed rear axle or 15 tons with the optional two-speed unit.

Designated the 702, the present B.M.C. 7-tonner has an attractive all-steel cab providing excellent vision through a wide, deep windscreen. To be shown as a platform truck, it incorporates the





5.1-litre oil engine and a four-speed gearbox. Power assistance for the steering and a two-speed rear axle are optionally available on all 702 models.

67-BEARDMORE

Beardmore Motors, Ltd..

167-169 Great Portland Street, London, W.I.

ONLY two models in the Show are fitted with the new Perkins Four 99 oil engine and a taxicab chassis on this stand is one of them. A complete cab fitted with this engine and a similar vehicle with a petrol engine are also exhibited.

The Perkins 1.6-litre four-cylindered oil engine produces 43 b.h.p. at 4,000 r.p.m. in this application. It incorporates a distributor-type injection pump and has wet cylinder liners. The chassis in which it is shown has a wheelbase of 8 ft. 8 in. The engine is mounted in unit with a three-speed-and-reverse gearbox, and gear selection is by a steering-column lever. The hypoid rear axle is semi-floating and Lockheed 12-in-diameter hydraulic brakes are fitted. Both complete taxicable have coachbuilt bodies panelled in aluminium and reinforced plastics, with a division behind the driver and a full-length partition between the driver and the luggage platform.

Apart from the Ford Consul Mark II engine developing 59 b.h.p. at 4,400 r.p.m. and 91 lb.-ft. torque at 2,300 r.p.m., the petrol-engined cab is identical in mechanical specification to the oil-engined vehicle. With an overall length of 13 ft. 10½ in., the turning circle is 25 ft.

86-BEDFORD

Vauxhall Motors, Ltd., Luton, Beds.

FOUR of the seven exhibits are from the new TJ normal-control range introduced two weeks ago. These vehicles are a 1½-ton petrol-engined pick-up, a 4-ton oil-engined lorry, a 5-cu.-yd. tipper with Bedford 300-cu.-in. petrol engine and 6-cu.-yd. tipper with Bedford oil engine and two-speed rear axle. The three remaining exhibits consist of a CA 10-12-cwt. van, a forward-control petrol-engined 7-tonner, and a 10-ton tractor unit with Bedford oil engine and two-speed axle. A Bedford 300-cu.-in. oil engine with four-speed gearbox and a Bedford two-speed axle assembly appear as working sectioned exhibits.

(Left) This Chausson bus is similar to the vehicle exhibited on stand 78. It is an integral design, powered by a Hispano-Suiza 150 b.h.p. oil engine mounted vertically alongside the driver. The entrance is at the rear, the conductor's ticket desk being adjacent to the loading platform.

and on several body manufacturers' stands. This is the 3-ton model, and its features include 16-in,-diameter wheels, a one-piece windscreen and low bonnet line.

One of the more interesting features of the lighter vehicles in the new normal-control range is the use of 16-in.-diameter wheels, the advantages of which are shown to the full in the 4-tonner. For example, the floor loading height is some 7 in lower than that of the former model with 20-in. wheels, and the lower cab floor line makes access to the driving seat much easier. Further advantages derived from these small wheels are that the turning circles are small for normal-control chassis and road-holding is improved, whilst worthwhile weight-saving has been effected.

A new cab and front-end layout have been evolved for these vehicles, principally with the object of improving forward visibility. This has been achieved by making the bonnet slope more pronounced, by lowering the bottom line of the windscreen, and by using a curved one-piece screen. The interior layout of the new normal-control cab has been modified compared with its predecessor and a dished "safety" steering wheel is a standard fitting.

The 6-cu.-yd. tipper exhibit is based on the short-wheelbase 7-ton normal-control chassis. A normal-control layout for this type of vehicle has the advantage that the front-axle loading is lighter and the rear-axle loading greater than with an equivalent forward-control design, points which will be appreciated by tipper operators.

Since the 1956 Show, the Bedford-built four- and sixcylindered oil engines have been introduced and similarly the 214-cu.-in. and 300-cu.-in. petrol engines have been modified and uprated in power. Another innovation has been the intro-

duction of the Bedford-built two-speed axle.

88-B.U.T.

British United Traction, Ltd., 96 Piccadiliy, London, W.1.

COMPLETE trolleybuses for Glasgow Corporation occupy the greater part of this stand. One is an E.T.B.1 two-axled model with a Burlingham single-deck 50-seat body and Metropolitan-Vickers traction equipment rated at 125 h.p. It is one of an order for 10 similar vehicles. Park Royal built the 71-seat double-deck body on the other chassis shown. This is a 9613 two-axled model, also incorporating Metropolitan-Vickers 125 h.p. traction equipment.

Representing B.U.T.'s railcar interests, five oil engines for this application are on display, three of them with appropriate transmission systems.

A B.U.T. 15-litre engine may be inspected. It is turbocharged and is coupled to a Self-Changing Gears RRK 2 automatic transmission. An 18 DS automatic transmission by the same manufacturer goes behind a normally aspirated 18-litre B.U.T. engine. The transmission in this case incorporates a Schneider single-stage torque converter. Another engine-transmission unit suitable for single- or twin-engined railcars may also be seen.

Two other six-cylindered oil engines are of 926 cu. in. and 1,063 cu. in. capacity, producing 275 b.h.p. at 1,800 r.p.m. and

275 b.h.p. at 1,900 r.p.m. respectively.

78-CHAUSSON

Société Anonyme Des Usines Chausson, Asnières (Seine), France.

THE exhibit on this stand is the only example of high-capacity Continental coachwork at Earls Court this year. It is a city bus with a total passenger capacity of 80 (30 seated). As is usual with Chausson designs, the bus is of integral construction and its general layout is not unlike that of the latest type of bus in service in Paris. It has three doors, that at the rear being the entrance, and it is laid out for two-man operation.

A Self-Changing Gears fully automatic gearbox is employed and power is supplied by a Hispano-Suiza 102 six-cylindered indirect-injection oil engine, which is mounted vertically at the front of the bus. This unit has a capacity of 6.98 litres and at its governed speed of 2,600 r.p.m. it develops 150 b.h.p. It drives into the gearbox through a Ferodo hydraulic coupling. The double-reduction rear axle embodies spiral-bevel primary gears and helical spur gearing for the secondary reduction train. Air brakes are employed.

Certain special features are incorporated in this exhibit, it being similar to the bus that Chausson displayed at the

Barcelona Trade Fair earlier this year.

73-COMMER

Commer Cars, Ltd., Luton, Beds.

RANGING from a Cob 7-cwt, van to a 12-ton tractor unit, the display embraces a new and more powerful Express delivery van, a 12-ton oil-engined van, a 6-ton Superpoise drop-sided truck with petrol engine, a new 6-ton forward-control drop-sided lorry with an underfloor inclined oil engine and two 7-ton forward-control drop-sided trucks with oil and petrol engines respectively. Mechanical innovations are the new inclined oil engines for 4-, 5- and 6-ton chassis, a five-speed constant-mesh gearbox for 5-, 6-, 7- and 10-11-ton models

and a redesigned cab for the forward-control range of over 4 tons capacity.

The new six-cylindered 5-litre oil engine, which develops 87 b.h.p. (gross) at 2,400 r.p.m., uses a C.A.V. distributor pump with an automatic advance and retard mechanism. It is shown in a sectioned 5-ton forward-control chassis and in the new forward-control 6-tonner, inclined at 24° from the horizontal in both applications. The 6-ton chassis has a wheelbase of 11 ft. 9 in., and incorporates a four-speed-and-reverse constant-mesh gearbox and a spiral-bevel rear axle. Helper springs are fitted at the rear axle.

Coupled to the TS3 three-cylindered oil engine, the fivespeed gearbox is displayed in a 12-ton forward-control tractor with Scammell coupling gear. Overdrive is not available with

this gearbox.

Of 14-ft. 1-in. wheelbase, the 6-ton normal-control Superpoise chassis displayed has a four-speed synchromesh main gearbox with the optional overdrive incorporated and is fitted with a petrol engine. A sectioned 24-litre four-cylindered oil engine is shown in a 14-ton forward-control van. The van itself has a wheelbase of 10 ft, 3 in. and provides 300 cu. ft. of loading space.

One of the forward-control 7-tonners has a petrol engine whilst the other has the TS3 combined with a four-speed gear-box incorporating an overdrive ratio. The tyres are 9.00-20 in. (12 ply) and an air-hydraulic braking system is fitted.

The Express van offers 100 cu. ft. of loading space and is now powered by a 1.494 c.c. petrol engine. Suspension has been improved by fitting an anti-roll bar at the front.

76-DAIMLER

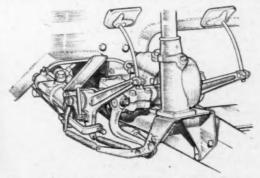
Transport Vehicles (Daimler), Ltd., Coventry.

THERE are three chassis exhibits and one complete 73-seat double-decker with an M.C.W. body. The new Daimler CD.6 Mark VIII 8.6-litre turbocharged oil engine and the Daimatic fully automatic gearbox are also to be seen. Of the chassis exhibits, the CVD.650-220 export single-decker is the most recent addition.

This is a forward-engined design with a wheelbase of 22 ft., suitable for 36-ft. bodywork. It is seen with the Daimler 150 b.h.p. oil engine (the Gardner 6LX 150 b.h.p. is an alternative) and the Daimatic automatic gearbox. Dual-circuit air brakes are fitted, with dual-rate springs and shock absorbers at both axles. The chassis has been developed to give a high seating capacity, simple maintenance and good riding comfort. For high-altitude conditions a turbocharged engine can be supplied.

A feature of the CSD.6-30 double-decker chassis is the use of a David Brown four-speed gearbox with synchromesh engagement of all gears. The chassis has the Daimler 8.6-litre 125 b.h.p. oil engine and its 18-ft. 6-in.-wheelbase accommodates 30-ft. bodywork. Dual-circuit air brakes are incorporated, as





(Above) The steering column and control pedals of the Dennis Paravan delivery chassis are outrigged from the frame to bring the driving position well over towards the off side. The drop arm is cranked so that the drag link hes close to the frame and does not limit the left steering lock. (Left) The Paravan has a 600-cu-ft. body and corner front entrance, the four-piece door of which slides upwards.

are dual-rate rear springs. A similar chassis, but with a GarJner 6LW engine and Daimatic semi-automatic gearbox, forms the basis of the M.C.W. bus, which is one of an order for West Bromwich Corporation.

The Freeline underfloor-engined range is represented by a 17-ft. 6-in. wheelbase model with Daimler 150 b.h.p. oil engine and Daimatic semi-automatic gearbox. This chassis has an overall length of 31 ft. 8 in. and is suitable for 32-ft.-long bodies. It has an air-pressure braking system and the wheel units have automatic strut-type adjusters. These self-adjusting brakes are also fitted to the 73-seat double-decker for West Bromwich.



Detail exhibits include a working model of the B.S.A. turbocharger as fitted to the CD.6 Mark VIII engine (which is also seen as a separate exhibit), a Twiffex automatic centrifugal clutch, and a typical strut-type automatic brake adjuster assembly.

94-DENNIS

Dennis Bros., Ltd., Guildford, Surrey.

Two specialized delivery-van chassis are included among the eight vehicles on this stand. The Paravan, fully described in *The Commercial Motor* on August 8, is shown fitted with a Perkins P.4 oil engine producing 55 b.h.p. at 2,400 r.p.m. and 134 lb.-ft. torque at 1,500 r.p.m. Designed to carry a payload of 3 tons, the vehicle has a number of novel features, among them the fitting of the engine in a vertical position behind the driver to allow an unobstructed cab and easy access to the 600-cu.-ft. body. An angled up-and-over glazed door is fitted in the near-side front quarter of the cab to give good vision and an entrance from either the side or the front.

Another van chassis is intended for high-speed work, a number of vehicles of this type being used in London for newspaper deliveries. It has the Dennis four-cylindered o.h.v. petrol engine developing 80 b.h.p., driving a hypoid rear axle through a four-speed synchromesh gearbox. The special forward-control cab gives excellent access for the driver and his mate.

Various versions of the Pax range are on show, comprising three Pax II with 5.1-litre oil engines, four-speed constant-mesh gearboxes and spiral-bevel rear axles, and a Pax III with a Perkins P.6 oil engine and five-speed overdrive gearbox. One Pax II is seen as a platform lorry and the other two with special bodywork for the brewing and soft-drinks industries. The last vehicle is a low-loader running on 8.25-15-in. tyres to give a platform height of 2 ft. 9 in. Insulated bodywork is fitted to the Pax III shown, which is suitable for a gross weight of 10 tons 4 cwt.

The Condor is seen as a tractor powered by a Gardner 5LW oil engine producing 94 b.h.p. at 1,700 r.p.m. and 300 lb.-ft. torque at 1,300 r.p.m., unit-mounted with a five-speed gearbox having constant-mesh engagement of second, third and fourth gears. The rear axle is an Eaton two-speed unit. Two-leading-shoe brakes on all wheels have 15½-in.-diameter drums and 4½-in.-wide facings on the front axle and 15½-in. drums with £28



6-in.-wide facings on the rear, giving a total facing area of 605 sq. in.

An F24 fire-appliance chassis completes the Dennis exhibits. This model is novel in that a Rolls-Royce fully automatic transmission, incorporating epicyclic gearing, is fitted behind a 160 b.h.p. petrol engine of the same make. A two-speed auxiliary gearbox with synchromesh engagement provides a low transmission range and a full power take-off for the pump drive. The price of this model in bare chassis form is £2,925.

97-DODGE

Dodge Bros. (Britain), Ltd.,

Mortlake Road, Kew Gardens, Surrey.

DEPARTING from their previous practice of building only normal- and semi-forward-control vehicles, Dodge this year introduced a new forward-control range. Four examples of the new design may be inspected. They are a 5-ton Luton van, a 6-ton end-tipper, a 7-ton drop-sided truck and a 7-ton mobile concrete mixer.

Both forward-control 7-tonners are powered by 351-cu.-in. direct-injection oil engines and have five-speed constant-mesh gearboxes. The 9-ft. 8½-in.-wheelbase chassis, shown with a 3½-cu.-yd. concrete mixer, has an Eaton 18500 two-speed axle, power-assisted steering and 9.00-20-in. (14-ply) tyres, all of which are optional. Vacuum assistance for the brakes is provided by an 8½-in.-diameter servo. The other forward-control 7-tonner with a wheelbase of 14 ft. 10½ in. has a 19-ft. 6-in. platform. The rear axle is a single-speed spiral-bevel unit and air-hydraulic brakes are fitted

Shown as a 5-cu.-yd. end-tipper, the 6-ton forward-control 9-ft. 5\frac{1}{2}\text{-in.}-wheelbase model incorporates a Perkins P6 oil engine, a five-speed constant-mesh gearbox and a spiral-bevel rear axle. Using a similar engine and, with the exception of a four-speed constant-mesh gearbox and 7.50-20-in. (10-ply) tyres, identical in specification to the 6-tonner, a 5-ton forward-control chassis is displayed with Luton bodywork giving a loading capacity of 1,200 cu. ft.

Shown with left-hand drive, the 5-ton normal-control 14-ft. 6\(\frac{1}{8}\)-in-wheelbase model exhibited in chassis-cab form is powered by the Dodge 250.6-cu.-in. petrol engine, mounted as a unit with a four-speed gearbox. The rear axle is spiral bevel and 7.50-10-in. tyres are fitted.

The bulk transporter for carrying dry powders and granular substances is a normal-control 7-tonner with a 340-cu.-in. oil engine and five-speed gearbox.

60-E.R.F.

E.R.F., Ltd.,

Sun Works, Sandbach, Cheshire.

Seven vehicles include two new and several modified models,
Possibly the most eye-catching exhibit is the 68G eightwheeler with luxury cab and refrigerated container body, one
of four operated by Birds Eye Foods, Ltd., in delivering
quick-frozen foods. As with all current E.R.F. multi-wheelers,
this model has a new constant-depth frame, the maximum
section of which is 12 in. This frame has been adopted in
preference to the former design, in which the side-member
section decreased over the rear bogie, to simplify manufacture,
facilitate wheelbase variation and provide greater support for
tail loads.

Technically, the most interesting vehicle on the stand is a model 54G four-wheeled 7-cu.-yd. dumper which has disc brakes on the front wheels operated hydraulically with air-pressure assistance. Normal drum brakes are used for the rear axle, with straight air-pressure actuation. The power unit is a Gardner 5LW driving through a five-speed gearbox to a double-reduction rear axle.

One of the new semi-forward-control range is shown in the form of a 66GSF six-wheeled tractor rated for 40 tons gross train weight. This has a Gardner 6LX oil engine, a 10-speed transmission and a double-drive rear bogie employing overheadworm drive axles. A 56GSF six-wheeled load-carrier is in the demonstration park, this having a Gardner 5LW engine.

A Gardner 6LX engine also powers the 68GX exhibit which has a 24-ft. body. This chassis has eight-wheel brakes, the standard Girling units being actuated by a new compact type of air-pressure unit. A 66R six-wheeled tractor, rated at 50 tons gross train weight, is another exhibit. This has a Rolls-Royce 200 b.h.p. oil engine and 10-speed gearbox. The popular 44G 13-ton-gross four-wheeler is shown with a 20-ft. body, and another four-wheeler is the LKG44 9-ton-gross chassis, which has a Gardner 4LK 57 b.h.p. engine.

New features common to all E.R.F. vehicles include a revised instrument-panel layout, giving better access to the switches and a more direct view of the dials; an improved heater and demister installation; and electrically operated speedometers. A chassis innovation is the use of dry-type paper-element air filters.

[A Rolls-Royce-engined eight-wheeler is on the Edbro-B, and E. stand.]

82-FODEN

Fodens, Ltd. Sandbach, Cheshire,

OF the many new models on this stand, greatest interest will be centred on the KE6/24 light eight-wheeler, the low chassis and cab weight of which permits a 17½-ton payload to be carried when a light-alloy platform body is mounted. Despite the weight saved when compared with the standard eight-wheeler, the K-type's specification is by no means skimpy. For instance, eight-wheel brakes are standard. The new FD.6 Mk. III engine is incorporated in this chassis, with a four-speed gearbox and single-drive rear bogie.

The FD.6 Mk. III unit is also found in the new FED6/30 sixwheeled dumper, which is exhibited with a Foden 11-cu.-yd. dump body and half-cab. The chassis has a 12-speed gearbox and double-reduction rear axles and is rated for a gross weight

of 30 tons. Power-assisted steering is fitted.

Gardner 6LX 150 b.h.p. oil engines are employed in the FG6/24 eight-wheeler and the FGTU6/25 tractor. The eight-wheeler is shown with a tanker body and has 10-22.5 (12 ply) tubeless tyres. The tractor unit has a 12-speed underdrive gearbox and heavy-duty 12-ton rear axle. The new Foden plastics cab is seen on this vehicle.

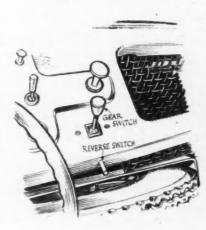
A Rolls-Royce C6.NFL 210 b.h.p. oil engine powers the FRTU6/40 tractor, this being representative of the new extraheavy-duty range of four-, six- and eight-wheelers. This export tractor is rated for 40 tons gross train weight and has a 6-ton front axle and a 24-ton rear bogic. A Clayton-Oetiker exhaust brake is fitted to the engine and the steering has power assistance. The cab is the S.20 all-metal tropical assembly.

An FG6/24 eight-wheeler with Gardner 6LW oil engine, fivespeed gearbox and double-drive rear bogie has a Carmichael end-tipping bulk container body. A Homalloy 17-ft. 6-in. light-alloy van body is mounted on the FG4/13 four-wheeled

chassis also to be found on this stand.

The FD.6 Mk. III six-cylindered supercharged two-stroke oil engine appears also as a separate exhibit. It is derived from the Mk. II 125 b.h.p. engine, but has been greatly uprated, its maximum output being 150 b.h.p. The extra power has been obtained by raising the governed speed to 2,400 r.p.m. and by modifying the breathing and oil-cooling arrangements. This unit has an exceptional power-to-weight ratio, weighing only 1,409 lb, with all accessories. Its peak torque output is 365 lb.-ft. at 1,500 r.p.m.

(Below) Simple gear changing is a strong point of the Goggomobil vans, two of which are on stand 65. The four-speed gearbox is electrically operated by a small switch on the facia panel, this being close to the steering wheel.





(Above) The Thames Trader forward-control range has proved highly popular since its introduction last year. Three examples are displayed on stand 72, including a 7-ton 6-cu.-yd. tipper similar to that illustrated. This has the 6D 100 b.h.p. oil engine.

302

72-FORD (THAMES)

Ford Motor Co., Ltd., Dagenham, Essex.

THREE examples of the successful Thames Trader range are seen here. A 138-in.-wheelbase 3-ton chassis is shown with a 14-ft. truck body. The power unit is the Ford 4D fourcylindered oil engine producing 65 b.h.p. at 2,500 r.p.m. and 158 lb.-ft. torque at 1,600 r.p.m., driving a four-speed gearbox with synchromesh engagement of second, third and fourth through to the fan.

gears. As on all Traders, the cab is noteworthy, giving a high standard of comfort and excellent visibility.

Two 7-ton Traders have 5,416 c.c. 6D oil engine with an output of 100 b.h.p. at 2,500 r.p.m. and 242 lb.-ft, torque at 1,500 r.p.m. Gearboxes fitted are four-speed synchromesh units, and the rear axles are of the single-speed fully floating hypoid type. On all Traders from the 3-tonner upwards two-speed rear axles are optionally available, as are petrol engines. Frames on the 7-tonners shown have 9-in.-deep channel-section side members with 2.79-in. flanges, the material being 0.288 in. thick.

One 7-tonner on display is a 160-in.-wheelbase truck and is

arranged for left-hand drive; the other is a 108-in.-wheelbase chassis on which is mounted an Anthony 6-cu.-yd. drop-sided tipping body.

At the other end of the range is the 7-cwt. van with fourcylindered side-valve petrol engine and three-speed gearbox. New to Earls Court, the Thames 15-cwt. chassis is shown in two guises. One exhibit is a standard van giving 180 cu. ft. of loading space, access to which is by rear and side doors. power unit is the 1,703 c.c. o.h.v. petrol engine used on the Consul car, producing 52 b.h.p. at 4,400 r.p.m. The three-speed gearbox has synchromesh on second and third gears and is operated by a steering-column lever.

The other model shown on the 15-cwt, chassis is a new-comer-a 12-seater. Entry to the well-appointed body is by double rear doors and a side door connected to a hinged step which automatically lowers or retracts as the door opens and shuts. The price of the vehicle in primer is £640.

Completing the display is a semi-forward-control 3-ton dropsided truck with 4D oil engine.

65-GOGGOMORIL

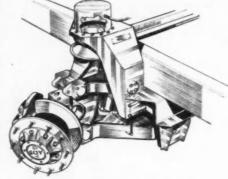
Goggomobil, Ltd., 93-95 Old Brompton Road, London, S.W.7.

NOT seen before at Earls Court is the Goggomobil 5-cwt, van, two examples of which are shown. With independent suspension of all wheels by swinging arms and coil springs, the van is powered by a parallel-twin two-stroke petrol engine, air-cooled by a ducted fan. The 293 c.c. engine has an output of 15 b.h.p. at 5,000 r.p.m. and is rear-mounted with a four-forward-speed-and-reverse gearbox incorporating electromagnetic pre-selective engagement, effected by a five-position switch on the dashboard. Hydraulic brakes 7½ in. in diameter are fitted on all four wheels. Steering is by rack and pinion.

The forward-control body gives a loading capacity of 39 cu. ft. behind the seats. The usable area may, however, be increased by 17 cu. ft. if the passenger's seat is folded. Access to the body is through two full-width rear doors and sliding doors for the driver and passenger. A panel in the floor at the rear is lifted to expose the engine. The 5-ft, 10-in, wheelbase gives a turning circle of 24 ft. 6 in. Maximum speed with the 293 c.c. engine—a 400 c.c. unit is optionally available—is 46 m.p.h. and a fuel-consumption rate of 56 m.p.g. is claimed.

A 54-gal, petrol-oil tank is fitted giving a range of over 300 miles at the maximum permissible running weight of 17 cwt.

(Right) The new Guy underfloor - engined passenger chassis (Stand 62) has a neat mounting dvnamo which ensures rigid support. The drive is taken from the front of the engine crankshaft and then



(Left) Firestone air springs and Girling disc brakes are fitted to the new Guy passenger chassis on Stand 62. The front sus-pension consists of unequal-length wishbones with diaphragm-type springs. The disc brakes have airhydraulic actuation. The chassis also incorporates a new Guy automatic gearbox.

62-GUY

Guy Motors, Ltd., Wolverhampton.

DISC brakes and air springs on an underfloor-engined passenger chassis, an ultra-lightweight eight-wheeler, and three models from the new Invincible range of heavy goods chassis make this one of the most technically interesting stands at the Show, all the exhibits reflecting the great progress that is being made in British commercial-vehicle design generally.

The new passenger chassis is the first British design to be built around disc brakes and air springs as initial equipment. The chassis is suitable for 36-ft. by 8-ft. bodywork, having a wheelbase of 18 ft., and power is supplied by a Leyland O.680 150 b.h.p. horizontal oil engine, mounted midway in the chassis frame. This drives through a new gearbox—a fully automatic version of the Guy five-speed epicyclic unit with overdrive top

Girling disc brakes are fitted to all wheels, with air-hydraulic actuation, and the air springs used throughout are Firestone Airide diaphragm units. Independent suspension of the front wheels has been adopted as the easiest and most effective method of incorporating air springs, whilst at the rear there are four springs and a conventional axle. All suspension linkages are rubber-bushed, so that spring maintenance is virtually eliminated, and the springs give a comfortable ride irrespective of the load being carried.

The Warrior light eight-wheeler is powered by an A.E.C. AV 470 112 b.h.p. oil engine, driving a five-speed synchromesh gearbox and Eaton two-speed axle. The frame has a maximum depth of 9 in. and the complete vehicle is so light that a pay-load of a least 18 tons can be carried. The two-speed axle should compensate for the low power-to-weight ratio. heavier eight-wheeler is the new Invincible design, the specification of which is most comprehensive. The Gardner 6LX 150 b.h.p. oil engine powers this chassis and the luxury cab is an outstanding feature.

An 8-ft. 9-in.-wheelbase Invincible tractor with Meadows 150 b.h.p. oil engine is shown with the new forward-control cab, whilst an overseas exhibit is a Rolls-Royce-engined normalcontrol 35-ton tractor from the same range. The engine fitted develops 210 b.h.p., and the cab employed is derived from the new forward-control assembly. The sixth Guy exhibit is an Arab 30-ft.-long 68-seat double-deck bus built for Wolverhampton Corporation. This has Burlingham bodywork with a front entrance, and the engine is a Gardner 6LW unit. A fourspeed automatic gearbox is fitted.

57-JENSEN

Jensen Motors, Ltd. Carters Green, West Bromwich, Staffs.

K NOWN as the Jensen Tempo 1500, a new 25-cwt. chassis is displayed in five different versions. It was designed by Tempowerk, of Hamburg, Germany, and has a tubular-

backbone chassis frame and front-wheel drive.

The engine is the B.M.C. B-series 12-litre o.h.v. petrol unit producing 52 b.h.p. at 4,000 r.p.m., coupled to a ZF gearbox with all four forward gears in synchromesh. The gearbox is integral with the differential unit, from which the drive is taken by universally jointed half-shafts to the front wheels. Constant-velocity joints are fitted to the outer ends of these shafts to allow full steering lock to be used under all conditions. Independent front suspension is by a transverse leaf spring and wishbones, whilst the independent swinging rear axles have twin helical-coil springs with location by radius arms.

A ground-loading platform truck is the most interesting version. This is arranged so that the platform may be lowered to the ground for easy loading, being returned to its normal level hydraulically. The platform height may be adjusted to suit individual loading bays. A 13-14-seat bus is also shown. The other models on view are a pick-up with a six-seat crew

cab, a hydraulically operated tower wagon and a low-loading platform

truck.

The tower wagon shown has a working height of 25 ft. and may be slewed through 180°. It has all-hydraulic operation. The crew cab offered is provided with two bench seats and four

(Right) Automatic chassis lubrication is standard on the new Leyland rear-engined Atlantean passenger chassis (Stand 75). The system is driven off the bevel box and lubricant is dispensed through nylon pipes.
(Below) Leyland Super Comet 14-tongross four-wheelers have a single-pull
hand-brake layout, the lever being connected to the rear brakes by rods and a cross shaft. The foot brake diaphragms for the rear brakes are carried on the axle casing.



Karrier Motors, Ltd., Biscot Road, Luton, Beds.

VARIOUS alterations, including the use of a new engine, have been made to the Gamecock range, three models of which are shown on this stand, and it is these which provide the most interest. Three Bantams are also displayed, one of them being a tractor unit. A Cruiser 1-tonner and a special ambulance complete the exhibits.

All Gamecock models now have a new forward-control three-seat cab providing more room for the driver and improved visibility. Cam-and-peg steering gear with a ratio of 21 to 1 is another innovation. For municipal use the crew cab is still available, and when it is fitted the former cam-and-double-

roller steering is retained.

The power unit for the Gamecock oiler is the new underfloor engine also used in the medium-weight Commer vehicles. It is of 5-litre capacity and develops 79.5 b.h.p. (net) at 2,400 r.p.m. A distributor injection pump with automatic advance and retard mechanism is incorporated. Inclined at 24° from the horizontal in the Gamecock, the engine is mounted in unit with a four-speed constant-mesh gearbox, the rear axle being a spiral-bevel unit with a ratio of 4.875 to 1. The oil-engined

model shown is of 11-ft. 9-in. wheelbase with a drop-sided truck body.

The other two Gamecocks on view are powered by underfloor petrol engines and are also of 11-ft. 9-in, wheelbase. One is mounted on 29 x 7-in. low-loading tyres and is fitted with left-hand drive and a special platform body, whilst the other has 7.50-20-in. tyres and a workshop

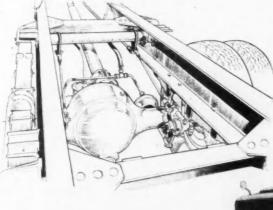
The engine is a semi-horizontal sixcylindered o.h.v. unit producing 85 b.h.p. and 216 lb.-ft, torque at its governed speed of 2,600 r.p.m. The cylinder bores are finished with a hard chromium deposit, this now being standard Karrier petrol-engine practice.

A mobile grocery shop is displayed on a Bantam 10-ft. 2-in.-wheelbase petrolengined chassis and a similar chassis of 8-ft. 2-in, wheelbase with a 2.2-litre oil engine and 27 by 6-in. tyres is seen with platform bodywork. A 2.2-litre oil engine

is used also in a Bantam 4-5-ton tractor. This has a wheelbase of 6 ft. 3 in. and is fitted with a J-type coupling.

The Cruiser 1-tonner, having a wheelbase of 9 ft. 3 in. and a four-cylindered petrol engine, is equipped by Smith's Delivery Vehicles, Ltd., to carry ice-cream. A 1-ton chassis is also the basis of the ambulance. It has a petrol engine and body which caters for stretcher or seated cases.

The Gamecock cab now has a single-piece windscreen and a separate driver's seat with 7-in. fore-and-aft and 2-in. vertical The other bench seat will accommodate two adjustment. passengers. Headroom is increased by 3 in.



(Right) This Land-Rover 10-seat station wagon is one of twelve Series II exhibits on Stand 58. It is based on a long-wheelbase chassis and has two doors on each side and another at the rear. A further Land-Rover exhibit has a gas-turbine-powered fire pump.



58-LAND-ROVER

The Rover Co., Ltd., Meteor Works, Solihull, Warwicks.

WELVE complete Land-Rovers and a composite chassis exhibit, demonstrating the alternative oil or petrol engines available in this chassis and the two wheelbases offered, make up the display on this stand.

Nine of the models shown are powered by the 21-litre o.h.v. petrol engine with a power output of 77 b.h.p. at 4,250 r.p.m., whilst the remaining three have the Rover oil engine producing 52 b.h.p. at 3,500 r.p.m. With either engine the transmission is by four-speed gearbox and two-speed transfer box to fully floating spiral-bevel axles at front and rear, providing eight forward and two reverse ratios.

Seven 88-in. wheelbase chassis are displayed, four having standard pick-up bodywork showing the range of hoods and cabs available. One of the vehicles is unpainted, with the body highly polished to demonstrate the light-alloy construction. Other bodies shown on a short chassis are a seven-seat station wagon and two fire tenders-one of which incorporates the Rover IS/60 gas turbine to power its water pump.

Examples of the 109-in.-wheelbase model are exhibited in various forms. Among them are a fire tender, a 10-seat station wagon and three pick-ups. Two of the pick-ups have three-

75-LEYLAND

Leyland Motors, Ltd., Leyland, Lancs.

GREATEST technical interest here is provided by the Atlantean passenger vehicle, which is to be seen in chassis form and as a complete double-deck bus. Goods operators, however, are sure to find the new Super Comet 14-ton-gross four-wheeler well worth seeing. The other two exhibits consist of a Royal Tiger Worldmaster underfloor-engined passenger chassis for export, and an Octopus eight-wheeled van for British Road Services.

The new Atlantean was fully described in *The Commercial Motor* on September 5. An Atlantean double-decker was exhibited at the 1956 Show and had integral chassis and body construction. The latest version of the Atlantean, however, has a separate self-supporting frame, so that any type of frontentrance bodywork can be mounted upon it. As before, the engine is carried transversely across the frame at the rear, but it is enclosed in a separate plastics cowl, so that noise and vibration are not contained within the main body shell. This arrangement is seen clearly on the complete bus, which is a low-bridge model with 73 seats, built for J. James and Sons.

A Leyland 0.600 125 b.h.p. oil engine drives through a Pneumo-Cyclic four-speed gearbox and bevel box, the drive passing from this box to the back of the spiral-bevel axle. The engine, gearbox, bevel box and radiator are carried on a detachable sub-frame. Air springs are to be offered for the front axle.

The new Super Comet range comprises four basic models of varying wheelbases and is available with left- or right-hand The range is represented by a 14SC4R 16-ft. 11-in.wheelbase model, this having the frame space for a 23-ft. 6-in. body. The Super Comets are powered by a new Leyland unit -the O.375 oil engine-and a new design of cab has been developed, a notable feature of which is a full-width curved windscreen. Air brakes and 10.00-20-in. (14-ply) tyres are fitted.

The left-hand drive Worldmaster exhibit has an overall length of 33 ft. 3 in. The 150 b.h.p. engine drives through a centrifugal clutch and semi-automatic gearbox, and the worm rear axle incorporates thrust pads to reduce worm-wheel wear.

84-MAUDSLAY

Maudslay Motor Co., Ltd., c/o A.C.V. Sales, Ltd., Southall, Middx.

THREE of the seven goods chassis on this stand are from the Mercury range, a fourth being a Monarch Mk. VI. which is the overseas version of the Mercury. There is also a Mustang twin-steer six-wheeler and a six-wheel-drive bonneted Mammoth

Major, whilst the seventh exhibit is a Mandator tractor chassis. The lightest vehicle is the Mercury Mk. I 12-ton-gross fourwheeler, having vacuum-hydraulic brakes and (12-ply) tyres. Two Mercury Mk. II chassis are displayed, one being the standard 14-ton-gross version and the other being a tractor model rated for a gross train weight of 18 tons.

The Monarch Mk. VI export chassis has the same weight ratings as the home-market Mercury Mk. II. but 11.00-20-in. (12-ply) tyres are fitted and an Eaton 18800 two-speed axle is used when operating conditions are known to be arduous. The Mandator tractor is rated for 36 tons gross train weight and is shown with a new type of Park Royal cab. A doublereduction axle is fitted.

A 12-ton payload can be carried by the Mustang twin-steerer, and for export applications this chassis is equipped with the same type of two-speed rear axle as offered with the Monarch Mk. VI. Air-hydraulic brakes are fitted and power steering can be supplied. The 6 x 6 version of the Mammoth Major is the latest addition to this range of normal-control six-wheelers. The engine exhibit is an AV 312 four-cylindered unit, developing 75 b.h.p. at 2,000 r.p.m.

45 and 46-M.C.W.

Metropolitan-Cammell-Weymann, Ltd., Vickers House, London, S.W.I.

FEW integrally constructed passenger chassis are manufactured in this country. MCW in this country. M.C.W. were pioneers in this form of construction and show two of their successful designs in the form of Olympic and Olympian models.

The Olympic series II single-deck bus displayed on Stand 46 has Dunlop-Leyland air suspension at both axles, this installation being in prototype form. At the front axle the unladen weight is carried by light leaf springs, with two air bellows acting as fully progressive helper springs. The rear axle is carried on two beams, each with a bellows spring at each end. and axle location is given by a system of parallel links, with a Panhard rod acting transversely. The bus is 35 ft. long and 8 ft, wide and has 44 seats. All the mechanical components are common to the Leyland Royal Tiger Worldmaster passenger chassis, including a 150 b.h.p. oil engine and Pneumo-Cyclic gearbox.

Similar in construction to the Olympic, the Olympian is a 41-seat front-entrance semi-coach. The vehicle exhibited is for the Western Welsh Omnibus Co., Ltd., and appears in their distinctive red and ivory livery. For this model the engine, gearbox and running gear are those units used for the Leyland Tiger Cub chassis. This exhibit is on Stand 45.

96-87-MORRIS

Morris Motors, Ltd., Morris Commercial Cars, Ltd., Cowley, Oxford. Adderley Park, Birmingham, 8. THREE derivations of the Morris Minor 1000 car appear on Stand 87. They are two 5-cwt, vans and a pick-up truck of similar payload capacity. The vans each have 78 cu. ft. of loading space, or 90 cu. ft. when no passenger scat is fitted. Identical in mechanical specification, they are powered by the B.M.C. A-series 950 c.c. o.h.v. petrol engine and have four-speed gearboxes. The pick-up has an all-steel body.

A 10-cwt. van and a pick-up complete the display on Stand 87. The power unit in these cases is the B.M.C. B-series 1½-litre o.h.v. petrol engine developing 50 b.h.p. at 4,200 r.p.m., a four-speed gearbox with steering-column gear change being fitted. Nearly 140 cu. ft. of loading space is offered by the van if no passenger seat is fitted, or 120 cu. ft. with this item.

On Stand 96 vehicles for heavier payloads are displayed, starting with the J2 15-cwt. van and pick-up, which both have the B-series petrol engine derated to produce 42 b.h.p. at 4,000 r.p.m. The van has an all-steel body giving 200 cu. ft. of loading capacity, whilst the pick-up, which is available with a canvas tilt, has a strengthened ribbed floor.

A new version of the Minibus is now available with a public service vehicle specification. Longitudinal foam-rubber-upholstered seats accommodate 11 passengers. The price in primer is \$677 10s.

(Continued on page 305)

AUSIIN

AT EARLS COURT

STAND Nº 61

What's new from Austin since the last C.V. Show?

from AUSTIN since the last C.V. Show?

New among vans: the $\frac{1}{4}$ ton, the $\frac{1}{2}$ ton van and pick-up; the 101 express delivery van. Among the trucks: the 301 2 tonner and the brand new 7 tonner with driver-comfort luxury cab. Brand new too, the FWD Gipsy with its sensational rubber suspension.





Harrods' ¼ ton van delivers clocks. This compact van has a 950 c.c. O.H.V. engine, 60 cu. ft. capacity in the all-steel body, a wide rear door, foam rubber seating. Also in the light van range: ¼ and ½ ton pick-ups and 101 express delivery vans.

-and what







For service work Harrods use 2 Omnivans. There's 200 cu. ft. for a good 15 cwt. load in these tough, all-steel, monoconstructed vans. Easy loading with low floor level, wide single rear door, sliding cab doors. Roomy cab. Deep wide windscreen. 1500 c.c. O.H.V. engine.



This Omnitruck is used by Beckenham Borough Council for road work and street lighting. The all-steel platform, with hinged tailboard, is 9 ft. long. Cab doors are forward-hinged. Also in the 152 Omni-range—the Omnicoach for driver and 9 or 12 passengers.

do their customers say?

Harrods run 16 one-ton diesel vans, 7 half-ton vans, 2 Omnivans and one 4 ton. The Transport Manager says: "Fuel



economy is the important thing in our choice of vehicle. Austins have given us good service—the diesels average 34 m.p.g. We're quite happy with the smaller vans and find them very reliable."

BECKENHAM BOROUGH COUNCIL'S fleet includes 15 Austins, ranging from ½ ton pick-ups to 5 ton chassis with special bodywork. Mr. James Dove, Borough Engineer, says: "We have concentrated more and more on Austins because we have found them eminently satisfactory for our great variety of jobs. Our future fleet may well be all Austin diesels."

Newest of Beckenham Borough's Austin diesels, this 5 ton chassis is mounted with a hydraulic platform rising to 30 feet. Chassis/cab, chassis/scuttle units, suitable for any type of bodywork, are available throughout the Austin Commercial range.







At the Tower, a 1½ ton van delivers wines. Capacity: 275 cu ft. (1½ ton), 235 cu. ft. (1 ton). 46 b.h.p. OHV petrol or 55 b.h.p. diesel engine. Exceptional manoeuvrability with 36 ft. turning circle.



A John Gardner 3 ton Austin. 3 tonners offer a choice of normal or forward control, 4 litre petrol or 3.4 litre B.M.C. diesel engine. Also in the Austin range are 2 ton vans and 4 ton bulk load carriers.

At the docks, a 5 tonner delivers ship's supplies from John Gardners. Austin 5 tonners offer a 4 litre petrol or 5-1 litre B.M.C. diesel engine, normal or forward control, platform or dropside bodies. Also available, 5 ton tippers and prime mover for gross train weights of up to 15 tons.

JOHN GARDNER LTD., London, wholesale merchants and caterers, have 43 Austin vehicles in their fleet (1½ ton vans, 3-7 ton diesels). The Transport Manager says: "Operating in the City and West End, the F.C. van spares our drivers' time—and tempers. Austin vans keep like clockwork to very strict time schedules—and start easily on cold mornings. Austin trucks? They're wonderful!"



★ All Austins are warranted for 12 months from delivery.

★ All Austins are backed by B.M.C. Service — Britain's best service and parts organisation.

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you can't afford to miss!





A range of new and improved vehicles which, for sheer engineering precision, versatility of design, economy of operation, and long service life, maintain their rightful position as leaders in the field of passenger and goods transport.



See them on Stands

85

84

A.C.V. SALES LIMITED
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MIDDLESEX

THE A.C.V. GROUP OF COMPANIES INCLUDES A.E.C. AND THE MAUDSLAY MOTOR CO.



Now- Brand new

Here's a great new range of normal control Bedfords . . . 25 cwts to 8 tons, bulldozer tough and as manoeuvrable as a lightweight. Here are trucks built for easier loading, better vision and greater comfort; trucks built to give efficiency and economy all the way; trucks built to last.

Take your choice of eleven new normal control chassis and four fine power units,

petrol and diesel. Make a date to see the low-loading 4-tonner . . . the 179" wheelbase 7-tonner . . . the rugged 6 cu. yd. tipper with 10" flat-top frame. Every model in this fine new range is a winner. And there are just as many outstanding trucks in the Bedford forward control range too. Your local Bedford dealer will be delighted to give you more details.



Features of the new range

Better visibility all round. Down-swept bonnet. 63% increase in screen area. Rear quarter lights. No blind spots.

Less fatigue. Low step height. Finger-light steering. Car comfort for three.

Reduced tyre costs. 16" tyres on models up to 4 tons. Tests show tyre costs per ton-mile cut by one-third.

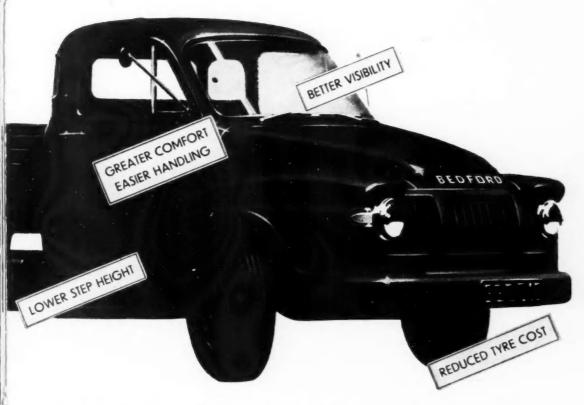
Lower load-line. Easier loading. Lower centre of gravity. Greater stability.

Easier handling. Wider vision, smaller turning circles. Extra freedom in traffic and tight loading bays.

On heavier models. More powerful brakes. Close-ratio synchro-mesh gearbox. Bedford 2-speed axle.

and many other Bedford leadership features

Bedfords all ways better!



This is the brand new Bedford 4-tonner, a low-loader without speed or distance penalty. 15,000 lb. g.v.w., heavy-duty frame, springs and rear axle; narrower wings; 16" step height; 7" lower load-line. Diesel Chassis £817 plus £187-6-7 p.t. Petrol Chassis £692 plus £156-1-7 p.t. Lowest cost-per-mile 4-tonner on the road.

Bedford-the world's best buy in trucks

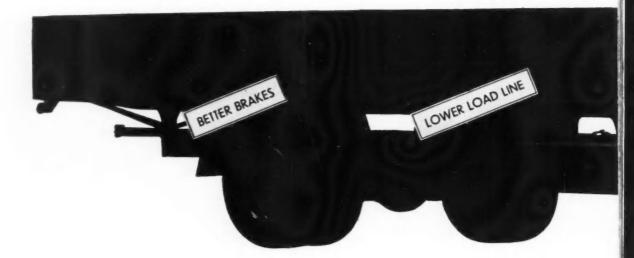
Backed by the world's best truck service

Now- Brand new

Here's a great new range of normal control Bedfords . . . 25 cwts to 8 tons, bulldozer tough and as manoeuvrable as a lightweight. Here are trucks built for easier loading, better vision and greater comfort; trucks built to give efficiency and economy all the way; trucks built to last.

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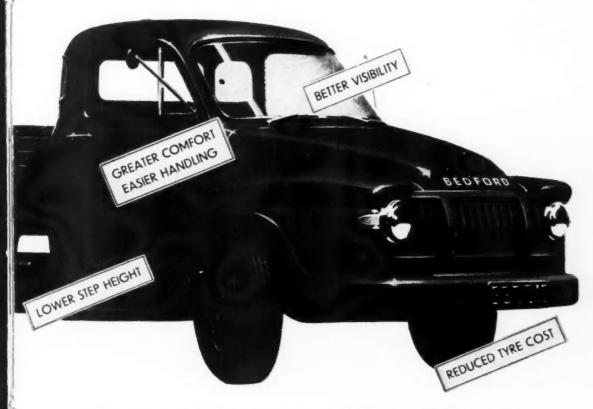
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Bedford-the world's best buy in trucks

Backed by the world's best truck service



GAINING HONOURS

THE KNIGHTS

Four-wheeled Dumper with 6 cu. yd electrically welded steel body









These Atkinson Dumpers have been specially designed for arduous conditions on or off surfaced roads.

The all steel half cab is protected by an immensely strong canopy affixed to the steel Dumper body.

The six-wheeler has a capacity of 9 or 12 cu. yds. and both models are fitted with Pilot tipping equipment.

ATKINSON VEHICLES LTD

STAND No. 99



THE WORLD OVER ---



OF THE ROAD

Model L1786 eight-wheeled Tanker

The Atkinson range of 6 - 17 ton normal road vehicles covers 4. 6 and 8 wheeled Freighters, Tractors. and Tippers, and a range of single and double deck passenger chassis









No better example of Atkinson's policy of "Rangeability" can be found than in the prototype "Omega" produced early in the year. This new tractor chassis was constructed to the most exacting specification faid down by the customer and when tested more than fulfilled their expectations. It is the forerunner of a range of "Omegas", two of which are illustrated, and can be supplied as either a 6 x 6 or 6 x 4 Tractor, Freighter, Tipper or Earth Moving Vehicle. In the Tractor version one form of transmission available enables two to work together with electrically synchronised gear changing. In the latest two versions illustrated, one is powered by a 275 b.h.p. Rolls-Royce supercharged diesel and the other by a 335 b.h.p. Cummins diesel unit.



WINERY LANE WALTON-LE-DALE PRESTON LANCS.

LONDON:

Sales and Service Depot Nightingale Engineering Co. Ltd., Western Lane, Nightingale Lane, London, S.W.12

TYPE

HIGHWAY MODEL

171 TON LEGAL PAYLOAD

An entirely new Foden makes exciting, important news for all engaged in meter transport. Don't miss seeing it on

STAND 82

at the International Commercial Vehicle Exhibition
Earls Court — September 26th to October 4th

150 HP ENGINE

AIR BRAKES ON 8 WHEELS

AND FOREN DEPENDABILITY

FODENS LIMITED SANDBACH CHESHIRE

Loridon Sales Office, 139 Park Lane, W.I.

Loading space of 275 cu. ft. and 350 cu. ft. respectively is given by the 1½-ton and 2-ton vans. The 1½-ton model has a 2.2-litre petrol engine developing 46 b.h.p. at 3,250 r.p.m., but may be supplied with an oil engine of similar capacity. The 2-tonner is powered by the B.M.C. 3.4-litre oil engine, which produces 52 b.h.p. at 2,500 r.p.m. Both vans have a low floor for easy loading and rear doors which fold flat against the sides of their metal panelled bodies.

A 3-ton normal-control chassis offering accommodation in the cab for the driver and two passengers is displayed with truck bodywork. Although available with the 3.4-litre oil engine, the Show model is fitted with the B.M.C. 4-litre petrol unit driving a single-speed rear axle with spiral-bevel drive through a four-speed

gearbox.

Based on the 5-ton forward-control truck models, the tractor unit exhibited has the new Scammell automatic semi-trailer coupling. The semi-trailer release gear is operated by vacuum servo, avoiding the intrusion into the cab of the long handle used for the previous manual-release system. Vacuum assistance is provided also for the semi-trailer brakes. Suitable for payloads of 5-10 tons, the tractor has the B.M.C. 5.1-litre oil engine

with a maximum power output of 105 b.h.p. at 2,600 r.p.m. and 228 lb.-ft, torque at 1,750 r.p.m. A four-speed gearbox and single-speed spiral-bevel rear axle are standard equipment, but an Eaton two-speed axle can be supplied if the

vehicle is intended for maximum payloads.

There are two examples of the recently introduced Morris 7-tonner. Offered only with the 5.1-litre oil engine, this model has a new cab giving greater comfort for the driver and better visibility through a deep wrap-round windscreen. A two-speed axle and power assistance for the steering are offered as optional equipment. The two versions shown are a short-wheelbase tipper and a long-wheelbase platform truck.

A 5-ton normal-control truck, a P.S.V. Minibus and an unmodified 12-seater Minibus will be available in the demon-

stration park.

101-MOTOKOV

Motokov.

Prague, Czechoslovakia.

Sole entrant from behind the Iron Curtain, Motokov have on their stand two examples of the products of a State-owned industry in the form of a Tatra 6.8-cu.-yd, six-wheeled dumper and a Skoda 706 RT platform lorry.

The Tatra dumper is the more interesting of the exhibits, in that it incorporates a number of departures from standard British design. Among these are the use of a tubular-backbone chassis frame with outriggers to carry the running components and a V12 four-stroke direct-injection air-cooled oil engine. With a maximum gross weight of 44,000 lb., the power-to-weight ratio of the complete dumper is high, as the 14½-litre engine produces 180 b.h.p. at 1,800 r.p.m. All wheels are driven through a four-speed main gearbox and an auxiliary

A recent addition to the Morris range is a public-service-vehicle version of the Minibus. An example is on stand 96, this having 11 passenger seats arranged longitudinally. In addition to the rear door there is a door in the near side of the body.



transfer box. The dumper body is of all-steel welded construction, incorporating a cab guard and a scow end.

Whereas the dumper has a normal-control layout, the Skoda truck shown has full forward control, with a spacious cab designed to carry four men. The engine is a six-cylindered water-cooled direct-injection oil unit of 718.6 cu. in., producing 170 b.h.p. at 1,900 r.p.m. A twin-plate air-operated clutch is used in conjunction with a five-speed gearbox. The wheelbase is 13 ft. 1½ in. and the truck body shown is 16 ft. 5 in. long, whilst the maximum permissible payload is approximately 9½ tons. The maximum speed of the vehicle is 46 m.p.h. and the average fuel-consumption rate is said to be 10.6 m.p.g.

66-RELIANT

Reliant Engineering Co. (Tamworth), Ltd. Watling Street, Twogates, Tamworth, Staffs

A THREE-WHEELED van and chassis and an entirely new pick-up of 5-cwt. payload capacity are shown with a 10-cwt. four-wheeled van and chassis. In its latest form the three-wheeler has a 747 c.c. side-valve petrol engine developing 17.5 h.h.p. at 4.000 r.p.m., unit-mounted with a four-speed gearbox. which now incorporates synchromesh.

Improved swinging arm suspension of the single front wheel, using a combined coil spring and damper unit, endows the vehicle with better steering and riding qualities than its predecessors. An all-plastics body provides greater comfort for the driver and 50 cu. ft. of loading space. It is one of the most

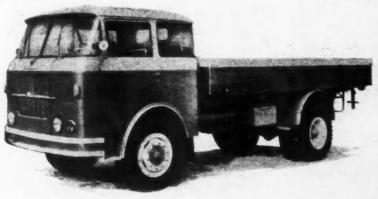
economical vehicles in the Show.

The Reliant Four 10-cwt. chassis was introduced in April primarily for export to Israel. This model is now to be made available for other markets. The box-section chassis frame is upswept over the rear wheels with triangular bracing and

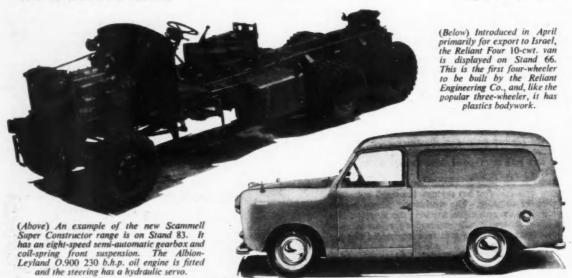
tubular cross-members. Independent front suspension is by double wishbones and coil springs, whilst the rear axle employs semi-elliptic leaf springs with telescopic dampers.

dampers.

The 1,172 c.c. side-valve petrol engine produces 36 b.h.p. at 4,400 r.p.m., driving a spiral-bevel rear axle through a three-speed synchromesh gearbox. The van has an all-plastics body which helps to achieve an unladen weight of only 13 cwt. and provides 85 cu. ft. of loading space.



Shown on the Motokov stand (101), the Skoda 706 RT9\(\frac{1}{2}\)-tonner has a 718.6-cu.-in. six-cylindered oil engine producing 170 b.h.p., a twin-plate air-operated clutch and a five-speed gearbox. The cab seats four men and is glazed with dethermal glass.



83-SCAMMELL

Scammell Lorries, Ltd.,

Watford, Herts.

ONE of the most impressive vehicles at the Show is the Super Constructor 6 x 6 oilfields chassis. It is rated for a gross train weight of 75 tons with a semi-trailer, or it can carry a 30-ton-load on its back. With a separate trailer the gross train rating is 150 tons if used on the road.

The highest-capacity liquid-oxygen tanker in Europe will be found here also, this being an articulated outfit with a Highwayman prime mover and automatic coupling gear. Three Scarab mechanical-horse tractor units are on display. Two are 3-tonners and the third is an oil-engined 6-tonner for the Nigerian Brewery, Ltd. The 6-ton Scarab and the Highwayman are working exhibits which demonstrate the automatic coupling action.

A Leyland 0.900 230 b.h.p. oil engine powers the Super Constructor and the gearbox is a Self Changing Gears RV 30 eight-speed semi-automatic unit with a special steering-column control mechanism. A single-speed transfer box is bolted to the rear of the main gearbox to provide the output flanges for the three driven axles. A new type of front suspension has been evolved, consisting of coil springs with built-in shock absorbers. Sideways axle location is by a Panhard rod, and ball-mounted torque arms locate the axle in a fore-and-aft direction.

The Highwayman outfit runs at a gross weight of 24 tons and the power unit is a Leyland 0.680 oil engine governed to 2.000 r.p.m., at which speed it develops 161 b.h.p. The tanker trailer can carry the same amount of oxygen that would be contained in 1,900 of the normal type of 240-cu.-ft. gas cylinder. The maximum temperature permissible inside the tanker shell is -297° F. and when the tank is filled it contracts 1½ in., consequently the tank is held at only one end to allow for sliding.

A new design of cab of plastics construction with wrap-round windscreen has been adopted for the Highwayman. The tractor is fitted with the latest pattern of heavy-duty automatic coupling gear, which allows the semi-trailer to be coupled or uncoupled without the need for the driver to leave his seat. Air pressure is employed for the coupling hook and for the telescopic legs on the semi-trailer.

93-SEDDON

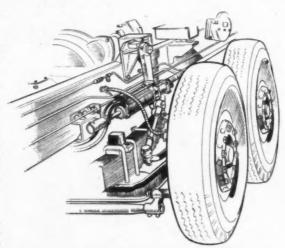
Seddon Diesel Vehicles, Ltd., Oldham, Lancs,

THE most powerful vehicle on this stand is the new Sirdar M six-wheeled tractor but, of greater general interest to British hauliers is the DD8 eight-wheeler, whilst passenger operators will be attracted to the new Pennine Mk. 19 lightweight under-

floor-engined chassis. Also new to Earls Court is the Mk. 15/10 14-ton-gross four-wheeler, which, as exhibited, has the new Leyland O.375 110 b.h.p. oil engine. Based on more familiar chassis are the Mk. 559/2 tractor, seen with a special rising-roof semi-trailer; a Mk. 8R tractor with Perkins R.6 Series II oil engine and Scammell automatic coupling; and a Mk. 15EL/3 low-loading 7-tonner with 8.25-15-in. (14-ply) tyres.

A Cummins HF 6 168 b.h.p. oil engine built in Scotland powers the Sirdar tractor. The engine drives through an 18-in-diameter air-operated clutch to a Fuller Roadranger R96 10-speed gearbox, and the double-drive bogie has overhead-worm axles. The Sirdar, which is a normal-control design, is rated for a gross train weight of 40 tons and is shown with the standard Seddon-built all-steel cab. Power-assisted steering is a standard fitting.

The DD8 is the first eight-wheeler to be produced by Seddon's, and as exhibited has the Gardner 6LX 150 b.h.p. oil engine and five-speed constant-mesh gearbox. The chassis has a double-drive rear bogie, with four-spring suspension, and a hydraulic steering servo. Eight-wheel brakes are standard, air operation being employed. The cab on this exhibit is similar to that used on the Mk. 15 models, plastics panels being employed throughout.



The new Seddon DD8 eight-wheeler is exhibited on Stand 93. The Show vehicle has hydraulically assisted steering, as seen in this drawing, and eight-wheel brakes are standard. Power is provided by a Gardner 6LX 150 b.h.p. oil engine.

The new passenger chassis has an A.E.C. power unit—the 98 b.h.p. horizontal AH 410. An A.E.C. five-speed synchromesh gearbox is employed and the rear axle is a spiral-bevel unit. The two-leading-shoe brakes are actuated by accuum-hydraulic system, a Hydrovac servo being used. The low weight of this chassis gives it good operating economy, even with a 30-ft. luxury coach body. It is exhibited in chassis form, but with two sample sections of Seddon body construction mounted at the front end, each complete with a seat. The cab on the Mk. 15/40 exhibit offers luxury accommodation for the driver, and the three-piece engine cowl gives first-rate engine accessibility.

100-SMITH'S N.C.B.

Smith's Delivery Vehicles, Ltd...

Princes Way, Team Valley, Gateshead-on-Tyne, 11.

FIVE battery-electric vehicles are shown on this stand and are the only chassis of this type to be seen in the Show. The largest model exhibited is an open dairy truck of 2-ton payload capacity allowing 72 milk crates to be carried on an aluminium-alloy deck. Sliding doors give easy access to a roomy cab.

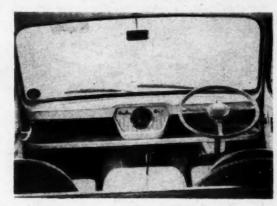
Two versions of the Commuter 1½-ton chassis are shown, one for overseas and the other for home use. The overseas model is fitted up as a dairy truck and is designed to be driven from a standing or sitting position. A walk-through cab and direct access to the load are labour-saving features. For use in this country the Commuter is displayed as a baker's van incorporating facilities for the display of confectionery and glazed rear doors. The batteries fitted to these vehicles are 72v, with a capacity of 258 amp.-hr. at a 5-hr. rating, the electric motor being rated at 12.6 h.p.

A mobile butcher's shop mounted on a 1-ton chassis is a further exhibit. Refrigeration is provided by cold inserts in the The chassis side members are joined in the centre of the wheelbase by bolts, which may be undone in conjunction with the front body mountings to allow the front axle, complete with the forward part of the frame, including radiator, engine and gearbox, to be wheeled out for maintenance.

Two van bodies are shown on this chassis, both providing a loading space of 180 cu. ft. One has sliding doors to the cab, with hinged rear doors, whilst the other has hinged cab doors and a side loading door in addition to those at the rear. A pick-up is also displayed.

A similar engine and gearbox to that used in the Atlas are fitted to the 6-cwt, vehicles, two examples of which may be seen on the stand in the form of a van and a pick-up, both having all-steel bodies.

The sixth exhibit is available only as a chassis and cab for specialist bodywork. It is basically the Phase II Vanguard





(Above) The new Standard Atlas 10-12-cwt. delivery vehicle (Stand 70) is noteworthy for its clean cab layout. Access to the driving seat is given from each side of the vehicle. (Left) There are five Smith's N.C.B. battery-electric vehicles on Stand 100, two of which are based on the Commuter 1½-ton chassis. One is a baker's van similar to that shown here, with glazed rear doors and display facilities.

car chassis and cab with the stronger rear springs which were fitted to the shooting brake and 12-cwt. van versions of this model. The standard power unit is the Vanguard engine, but the smaller engine used in the Ensign car may be fitted if required.

storage cabinets and washing facilities for the driver. The interior is finished in stainless steel, Formica and anodized alloys to ensure hygiene and long life.

The display is completed by a special 1-ton delivery van, part of a fleet being supplied to Selfridges, Ltd. Glover, Webb and Liversidge, Ltd., built the parcels body.

70-STANDARD

Standard Motor Co., Ltd., Canley Works, Coventry.

MARKING their entry into the manufacture of commercial vehicles, based on an original design, rather than producing derivations of existing private cars, Standard display three versions of the new Atlas 10-12-cwt. chassis, an exclusive drawing of which appears on page 310.

This model, which has full forward control, is powered by a 948 c.c. o.h.v. petrol engine producing 35 b.h.p., mounted in unit with a four-speed gearbox. The engine is set well back and thus permits a walk-through cab to be employed. Independent front suspension is by a transverse leaf spring.

63-SUNBEAM

Sunbeam Trolleybus Co., Ltd., Fallings Park, Wolverhampton.

FORMING the basis for what is thought to be the largest double-deck trolleybus in the world, a three-axled 20-ft-wheelbase chassis to be seen on this stand is one of a fleet of 20 being manufactured for Johannesburg Corporation. Known as the F4A, it has a double-drive balance-beam rear bogic. The 160 h.p. traction equipment is by B.T.H.

An air-pressure braking system operates on all wheels, activating a total facing area of 988 sq. in. Cam-and-double-roller steering gear is hydraulically assisted, the pump to provide hydraulic pressure being driven by a separate electric motor. Tyres are 11.00-22 in. (16 ply) and the vehicle will carry 105 passengers.

An NF2B two-axled trolleybus chassis displayed has a wheelbase of 15 ft. 10 in. Crompton Parkinson are the manufacturers of the 95 h.p. traction motor, which drives a worm rear axle. A 1 h.p. electric motor powers the compressor for the air

(Below) First-class

conditions are given

brakes, which are assisted by a two-stage rheostatic device incorporated in the traction equipment. The chassis shown is one of a number being supplied to Bournemouth Corporation and a similar model for this authority is displayed with an M.C.W. 63-seat body 30 ft. long and 8 ft. wide. It has separate entrance and exit staircases at front and rear.

Metropolitan Vickers 95 h.p. traction equipment powers the fourth exhibit. This is a two-axled chassis with a wheelbase of 16 ft. 4 in, and is intended to carry a double-deck body.

98-THORNYCROFT

Transport Equipment (Thornycroft), Ltd., Smith Square, London, S.W.I.

OF five vehicles on this stand, two are new. The eye will undoubtedly be taken by the largest, the new MA Antar 47½-ton-gross oilfield chassis. The new ML Mastiff four-wheeler is, however, of greater interest to British operators. It has a carrying capacity of approximately 9 tons.

(Right) The largest exhibit on the Sunbeam stand (63) is this FAA three-axled trolley bus chassis, one of an order for Johannesburg. It will be fitted with a 105-passenger double-deck body in South Africa. The steering has a hydraulic servo.

The new Antar is seen with the KRN6/S turbocharged oil engine. This 11.33-litre engine has a gross output of 216 b.h.p. at 1,900 r.p.m., its maximum torque being 625 lb.-ft. It is used in the MA chassis with a four-speed main gearbox and a three-speed auxiliary unit, and the heavy-duty double-drive rear bogic is identical with that used in the Mighty Antar. The fabricated frame is built up of double channel section and deep gusset plates, its maximum depth being 17½ in. This exhibit has a plastics cab and a Woodfield Senior 60.000-lb. winch.

A plastics cab is seen also on the Mastiff exhibit. This chassis has been designed as a solo machine with emphasis on high speed, good fuel economy and maximum driving

comfort, and the fully equipped and spacious cab is worthy of particular attention. The vehicle shown has a wheelbase of 16 ft. 6 in., but a 12-ft. 6-in.-wheelbase chassis is also being produced for tippers. Both models are powered by the new Thornycroft NS6 oil engine, which develops 109 b.h.p. (net) at 1,900 r.p.m. The standard gearbox is a five-speed synchromesh unit, but an overdrive ratio can be added to raise the maximum speed from 43 m.p.h. to 53 m.p.h.

One of the popular Trusty eight-wheelers is to be seen on this stand, this being an 18-ft. 4-in.-wheelbase version with double-drive bogie and all-metal cab. This model, which was introduced some two years ago, has in many respects set the precedent for current eight-wheeler designs; eight-wheel brakes and power steering are standard, and fuel economy and driving comfort are above average.

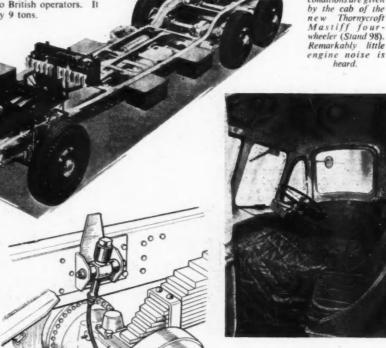
The other two chassis exhibits are a long-wheelbase Swiftsure 6-tonner with a 21-ft. 6-in. drop-sided alloy body and new plastics cab; and a Nubian 6×6, with a Thornycroft oil engine. The Swiftsure, Trusty and MA Antar engines are seen as separate exhibits, as is a Big Ben transfer gearbox.

71-TROJAN

Trojan, Ltd., Purley Way, Croydon, Surrey.

FORWARD-CONTROL Trojans are publicly exhibited for the first time on this stand. Two such models, of 1-ton and 25-cwt. payload capacities, are shown. The 25-cwt, van is the latest addition to the range and is powered by the new Perkins Four 99 oil engine producing 42.3 b.h.p. at 3,600 r.p.m. and driving a hypoid rear axle through a four-speed constantmesh gearbox.

The chassis complies with the latest Conditions of Fitness Regulations and will be offered with 13-seat bus bodywork.



(Left) The new Thornycrost Antar 473-ton-gross six-wheeled oilfield chassis is on stand 98. The rearbogie suspension layout permits a high degree of inter-axle articulation. Axle rebound is limited by robust check wires, one of which is shown here.

It is also available with a Perkins P3 engine and a three- or four-speed gearbox when used as a goods chassis. The van body fitted to the Show model provides a loading space of 345 cu. ft. The other forward-control van on view is smaller and has the P3 engine as standard.

Two 1-ton normal-control vans of 9-ft. 4-in. wheelbase may be inspected, in company with a 7-ft. 4-in.-wheelbase model for Trojan's traditional customer, Brooke Bond. A 1-ton model with a hand-operated tipping body is also shown

All Trojan chassis now have independent front suspension, incorporating trailing arms and quarter-elliptic leaf springs. This layout gives a good ride under all conditions, without adverse effects on steering. The distinctive front assembly of the normal-control models is now carried out in plastics and this material will be used for body panelling on production forward-control models.

Worthy of note on all this manufacturer's models are the particularly rigid chassis frames employed. These are of welded and riveted construction incorporating cruciform bracing members.

92-UNIPOWER

Universal Power Drives, Ltd., Aintree Road, Perivale, Middx.

BOGIE assembly for the Commer-Unipower six-wheeled A chassis shown on this stand has rubber-mounted bushes at all spring mounting points other than the actual hanger brackets. Great care has been taken in designing this conversion to ensure that wherever possible standard Commer components are used. This may be seen by inspection of the trailing axle itself, which incorporates similar bearings and brake assemblies to those used in the Commer driven axle. The substantial flitch-plating and the new cross-members fitted are also worthy of note.

Powered by a Gardner 5LW oil engine driving all four wheels through a five-speed gearbox and two-speed auxiliary box, a Hannibal industrial tractor is another exhibit. This is in chassis form, making it possible to inspect the driven front axle with its Rzeppa constant-velocity high-angle joints allowing full steering lock to be used without loss of traction

when manœuvring in confined spaces.

Another industrial tractor to be seen is the Centipede, introduced at the 1956 Commercial Motor Show. It is intended

(Left) The for-ward-control Jeep (Stand 95) has a wide wrap - round windscreen. The driving seat is ac-cessible from each side.

and a spiral-bevel differential of 6.2 to 1 driving the independently suspended rear wheels through swinging half shafts, make up the drive assembly.

Suspension at the front is by trailing links operating on two transverse laminated torsion bars and at the rear by trailing arms and single round torsion bars. Double-acting telescopic

dampers are fitted on all wheels.

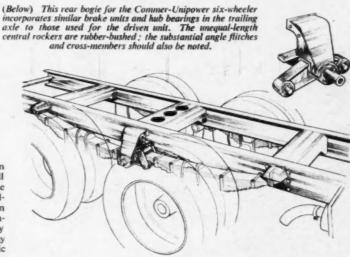
The two vans have all-steel bodies giving 170 cu. ft. of loading space, access to which is gained through double side doors and a single rear door which opens upwards. Unlike the van the pick-up has a flat floor at the height of the top of the engine compartment, utilizing the space between the engine and the back of the cab to incorporate a fully enclosed lockable compartment below the main floor.

95-WILLYS

Steele Griffiths and Co., Ltd., Camberwell Green, London, S.E.S.

NEW to this country and unparalleled by any vehicle produced here, the Jeep forward-control pick-up represents a new approach to small cross-country load carriers. A wheelbase of 8 ft. 7½ in. gives good manœuvrability without curtailing body space, which measures approximately 9 ft. by 4 ft. The cab is roomy and comfortable, providing excellent all-round visibility.

Inheriting a number of components from previous Jeeps, the FC 170, as this model is called, has a 226.2-cu.-in. sidevalve petrol engine producing 105 b.h.p. at 3,600 r.p.m. and driving front and rear hypoid axles through a three-speed synchromesh gearbox and a two-speed transfer and auxiliary box. The front axle employs Hotchkiss-type drive. The engine is mounted behind the centre-line of this axle and there-



for similar duties to the Hannibal, but gives even better manœuvrability by rear-wheel steering. All four wheels are driven by a Gardner 4LW engine through a 10-speed transmission. The spiralbevel rear axle has a banjo casing and again employs Rzeppa universal joints. Marles camand-double-roller steering operates four relay levers, the middle two being interconnected by spur gears. A Clayton Dewandre hydraulic power ram is fitted to give steering assistance. Rated for a gross train weight of 24 tons, the Centipede can turn in a 26-ft, circle.

91-VOLKSWAGEN

V. W. Motors, Ltd., 32-34 St. John's Wood Road, London, N.W.8 INCHANGED from previous appearances and mechanically similar to the original Volkswagen car of more than 20 years ago, the two vans and a pick-up on this stand illustrate the success of this inspired design.

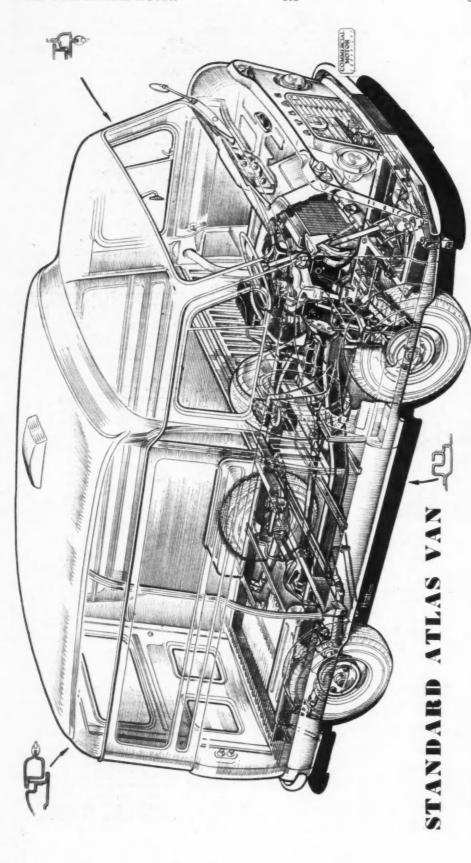
Powered by a rear-mounted "flat-four" o.h.v. petrol engine air-cooled by a thermostatically controlled fan, the chassis has gained a reputation for durability. The engine is turning over at only 3,300 r.p.m. at the 50 m.p.h. maximum speed of the vehicle (which is also the recommended cruising speed), representing a piston speed of 1,358 ft. per min. A four-speed-and-reverse gearbox with synchromesh on second, third, and fourth gears,

fore does not intrude into the front of the cab. The pressedsteel channel-section frame is braced by six cross-members. Suspension is by semi-elliptic springs controlled by telescopic shock-absorbers. A permissible gross weight of 7,000 lb. allows 30 cwt. of payload to be carried.

Though shown in standard form, the FC170 is available with a multitude of factory-installed optional equipment, including lockable differential units for both axles, free-wheeling hubs, a four-speed transmission, a heavy-duty rear axle and suspension and various power-take-off combinations. A short-

wheelbase version, the FC170, is also offered.

The far more utilitarian CJ5 Jeep completes the exhibits on this stand. Unaltered in specification from those models previously seen in this country, it is powered by the Willys Hurricane inlet-over-exhaust-valve engine with an output of 75 b.h.p. at 4,000 r.p.m. Transmission and suspension components are similar to those used in the FC 170. The all-steel welded body allows a 1,490-lb, payload to be carried at the gross weight of 3,500 lb.



is transmitted through a hydraulically operated clutch to a four-speed gearbox, and the rear axle was specially designed for this model to provide a ratio of 6.6 to 1. of 30 m.p.h. on a non-stop run is claimed.

> Standard Atlas 10-12-cwt. van, 180 cu. ft. being available behind the bulkhead. The 948 c.c. engine is similar to that fitted in the Standard Ten car, except that the compression ratio has been reduced to 7 to 1 Maximum power output is 35 b.h.p., and a fuelconsumption rate of 34 m.p.g. at an average speed

so that basic-grade fuel may be used.

GENEROUS space is provided by the

leaf spring which is unsupported in the centre but held Front suspension is notable. There is a transverse by two pivots 12 in. apart. If one wheel moves vertically upwards relative to the other one on a bump, or

spring is displaced downwards and the other wheel is This characteristic offsets loss of roll resistwhen the vehicle is cornering, the centre of the ance as the outcome of having a front track of 3 ft. 9 in. compared with 4 ft. 43 in. at the rear. raised.

than at the rear, which has made possible the provision Main frame members are much closer at the front of a lock to afford a turning circle of 29 ft. (Stand 70.)

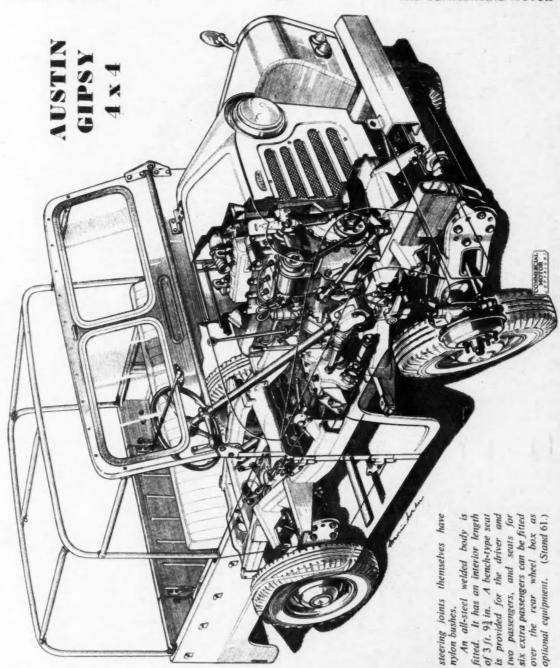
THE Austin Gipsy 1-10n 4 × 4 was introduced last February arms and the suspension medium consists of Spencer Moulton and attracted interest by virtue of Each wheel is carried on trailing all wheels being independently its unusual suspension components. Flexitor rubber bushes in torsion, This arrangement gives a good cross-country performance and helps to assure that all four wheels stay on the ground. suspended.

the side members consisting of two ends as a welded in position to give U-section pressings butt-welded The cross-bracings also are The chassis frame is welded, protection against internal corroand sealed at the maximum rigidity. sion.

A choice of engines is available, these being the B.M.C. 62 b.h.p. petrol or 52 b.h.p. oil engines. In each case a four-speed synchromesh main gearbox is combined with a two-speed auxiliary and transfer box.

maximum speed with all four the transfer box to ensure that low auxiliary cannot be used without but four-wheel drive cannot be used in high auxiliary, thus the wheels driving is restricted to four-wheel drive being engaged, A single lever controls about 30 m.p.h.

The final-drive assemblies at front and rear have hypoid-bevel gearing, whence the drive is taken to the wheels through open propeller shafts, with constant-velocity joints. These joints, together with those on the front and rear main drive shafts, are the only points requiring lubrication, apart from the relay box in the steering. The



INVINCIBLE MK

THREE examples of the new Guy Invincible range are to be as shown in this drawing. The new Invincible range, which I seen on the Guy stand, and one of them is an eight-wheeler, consists of four-, six- and eight-wheelers, with left- or right-hand drive and normal or forward control, was introduced at the beginning of last month, and the designs contain many new and interesting features, including split-circuit air brakes, an airpressure-assisted hand brake and the choice of five different makes of power unit.

The cab also is of great interest, its styling being more like that of an American private car, yet without being too garish.

include two interior lights, which are controlled by door switches, a socket for an electric shaver, fresh-air heating and demisting equipment, and a comprehensive assortment of gauges and warning lights. In external appearance the new cab is distinctive, not only because of its windscreen, but also because of the paired headlamp layout, sun canopy and forward visibility is derived from the use of a wrap-round two-piece windscreen. A high degree of driving comfort is given, whilst excellent deep double-bumper assembly. (Stand 62.)

Cab firrings

SEPPON PER



addition to the 6LX unit, the Gardner 6LW are rated for 24 tons gross weight, and in or Cummins HF 6 168 b.h.p. oil engine is SEDDON have entered the multi-wheeler market with a range of six- and eightwheelers, and an eight-wheeler powered by the new Gardner 6LX 150 b.h.p. oil engine is at the Show. The new eight-wheelers When the Cummins engine is offered.

the other versions having David Brown installed a Fuller 10-speed gearbox is used, five-speed gearboxes. Single- or doubledrive bogies can be fitted.

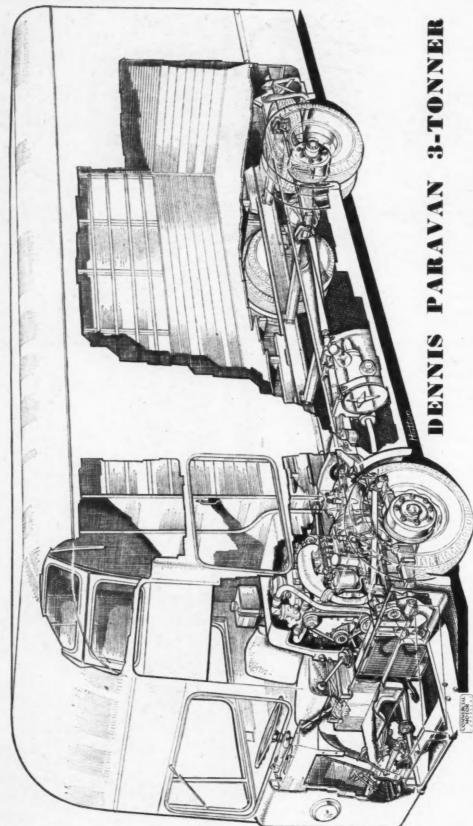
cab employs a large proportion of plastics Eight-wheel air brakes are standard on the eight-wheelers, and power steering panelling in its assembly. (Stand 93.) can be fitted as extra equipment.

wheeled version is being produced for use as an articulated members are z-in.-thick steel pressings with a maximum depth of 12 in., and the flanges are 4 in. wide. A fourprime mover. (Stand 82.) Eight-wheel air-operated brakes are standard, and a b.h.p. at 2,400 r.p.m. It is used with a four-speed new design of all-plastics cab is available on this chassis, as on other Foden heavy vehicles. The chassis frame side

constant-mesh gearbox and single-drive rear bogie.

TODEN

THE new Foden K-type eight-wheeler is outstanding for I its low chassis weight which, with a light-alloy platform This chassis has the latest version of the Foden two-stroke body, permits a payload of about 173 tons to be carried. supercharged six-cylindered oil engine, which develops 150



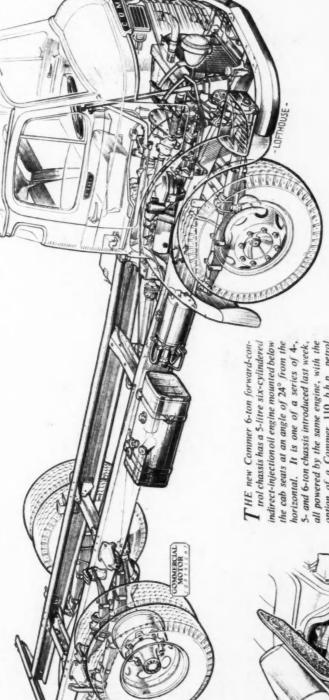
INCORPORATING many features to suit the con-L ditions peculiar to parcels delivery work, the Dennis Paravan SX 3-tonner is noteworthy because of its front corner entrance, with low step and platform, and chassis is powered by a Perkins P4(V) 49 b.h.p. oil The engine position is such that a clear platform is left engine, used with a four-speed synchroniesh gearbox. the vertical engine location above the front axle.

between the near-side door and the driving seat, but, even so, access to the unit is better than is possible with underfloor engines.

thus saving time and trouble and ensuring safety for the load, because the rear shutter does not have to be opened except at the depot. The body floor is The body layout has been arranged so that the driver can gain access to the load without leaving the vehicle,

flat throughout its length, and the height has been decided by the standard loading-bank height of 3 ft. 6 in. The first Parawan to be produced, seen here, has a timber-framed body with metal-faced-plywood panels, but the van at the Show has plastics panelling. The corner door is a four-piece assembly which slides upwards into the roof, and the roof itself has a large translucent plastics panel to admit extra light. (Stand 94.)

COMMER FORWARD-CONTROL 6-TONNER VITH INCLINED ENGINE



engine in the 5-tonners and 6-tonners. option of a Commer 110 b.h.p. petrol

engine has a gross power rating of 87 b.h.p. (79.5 b.h.p. principal improvements being the use of a one-piece Maximum torque output is 208 lb.-ft. and the windscreen and the provision of greater headroom. The cab has been slightly altered, the ner).

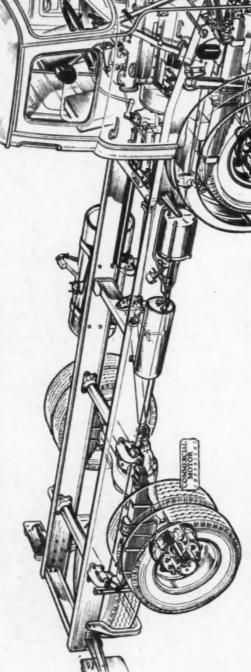
A distributor-type fuel-injection pump incorporates automatic advance and retard mechanism, and a hydraulic ibility, and the two-hole injectors are also arranged for governor is built-in at the end of the pump. The pump is located on top of the cylinder blocks for easy accessaccess from above. As can be seen in the drawing on engine is governed at 2,400 r.p.m.

the left, the seat pans hinge upwards to expose the engine. The four-speed constant-mesh gearbox has a simple remote-control linkage.

cab has a separate driving seat, adjustable vertically and the 5-tonner in that helper springs are provided at the rear, and the standard tyres are 7.50-20 in. (12 ply), The 6-ton chassis illustrated differs principally from The chassis has a wheelbase of 11 ft. 9 in. and a 15-ft. 6-in.-long drop-sided body can be supplied with it. the option of 8.25-20 in. (12 ply). with

horizontally, and a two-man passenger seat. (Stand 73.)

ALBION CHIEFTAIN FORWARD-CONTROL 7-TONNER



CTRONG contender in the 7tonner class is the new Albion
Chieflath, which has full forward
control, and a 5.5-litre engine ima higher power rating of 90 b.h.p.
net at 2,200 r.p.m. Detail engine modifications include
a vacuum governor on the fuel-injection pump, and an
exhauster for braking power instead of a vacuum-generarise valve in the inlet manifold.

exhauster for ordaving power instead of a vacuum-generating valve in the inter manifold.

Power is the intensional a 13-in, clutch to a five-speed constant-nesh gearbox with helical gears on third and fourth ratios. An overdrive sixth speed is offered either as initial equipment or for incorporation later. Whereas a worm final drive was formerly employed, the new model has a double-reduction rear axle from which, it is stated,

greater life can be expected. Epicyclic gearing of 4-to-1 ratio is employed in the hubs. Various axle ratios are offered, the standard

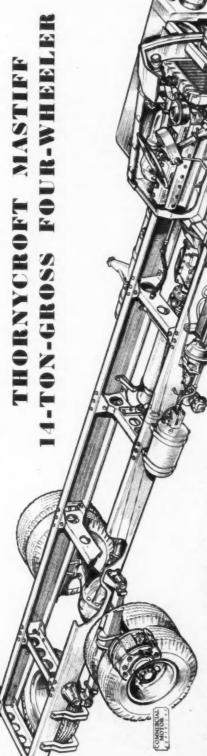
overall ratio being 6.25 to 1. The drawing on the left shows a cut-away view of the hub drive: this is lubricated from the main axle pot. Special oil seals are used.

Clayton Dewandre Hydrovac gear assists the Girling two-leading-shoe brakes, which have a total facing area of 494 sq. in. Marles steering is fitted and the turning circles of the different models are small—for example, 45 ft. with the 12-ft.-wheelbase model.

45 ft. with the 12-ft.-wheelbase model.

The cab offers ease of entry, as the steps are at about 1 ft. 7 in. above keep level. This is achieved by locating the door aperture forward of the wheels. A wrap-round windscreen adds an up-to-date touch. (Stand 59.)

REPER



The Thornycroft Mastiff has been designed for fast and economical operation at 14 tons gross solo weight.

A payload of about 9 tons can be carried, and the six-cylindered oil engine develops 109 b.h.p. at 1,800 r.p.m. The wide margin of engine power and frame strength suggests that the Mastiff will give trouble-free Agrice for many years. A

five-speed gearbox is standard, but a sixth overdrive ratio can be incorporated and raises the maximum speed from 43 m.p.h. to 53 m.p.h. (Stand 98.)

CONTROL 4-TONNER The Bedford normal-control 4-tonner is unusual for wil its use of 16-in,-diameter wheels. These give a low for loading height, good turning circle, easy cab access and of improved road holding. The new bonnet shape combines (S)

with the deep one-piece windscreen to afford good forward visibility. This chassis is one of a new range of 12, with payload ratings from \(\frac{1}{2}\) ton to 7 tons. (Stand 86.)

EVELAND ATLANTEAN REAR-ENGINED CHASSIS DOUBLE-DECKER

THE new Leyland Atlantean differs from its predecessors in that it has a separate chassis frame, and conventional front and rear axles. This has greatly simplified the design, whilst retaining the original advantages of low overall height and a front entrance. Furthermore, operators and bodybuilders have a wider choice of the type of bodywork which can be applied, it now being unnecessary to stress the body.

As can be seen from the drawing, the Atlantean is a rear-engined design. The power unit is a Leyland O.600 six-cylindered 125 b.h.p. oil engine, features of which include twin paper-element fuel filters, a Glacier centrifugal oil filter, and a paperelement air cleaner with a cold-air intake.

four-speed semi- or fully automatic gearbox Mounted with the Pneumo-Cyclic box is a 48° bevel box which contains helical reduction gearing. The drive passes from this box to the rear of the offset-The engine is unit-mounted with a Pneumo-Cyclic differential spiral-bevel rear axle, and final-driveratio variations are incorporated in the bevel box controlled by a small lever on the steering column.

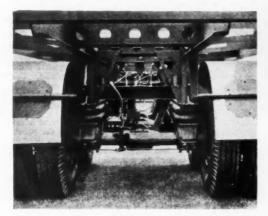
front axle there is a less pronounced hump. Behind the rear axle the frame embodies four bracing members which serve to tie up the rear of the frame and support the power pack.

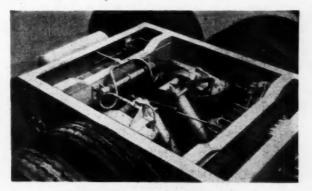
section members also. Outriggers ployed throughout the frame assembly except at the rear-spring rear hanger brackets, and there are three channel-Tubular cross-members are em are incorporated to facilitate body mounting.

is 6 ft. 81 in. The chassis is suitable The Atlantean has conventional semi-elliptic springs at both axles and base is 16 ft. 3 in. and the rear overhang are seen at the Show with 78-seat high-bridge bodies and 73-seat lowbridge bodywork, the respective overall unladen heights of these two types air-operated drum brakes. Its wheelfor 30-ft. by 8-ft. bodywork. Examples being 14 ft. 4 in. and 13 ft. 4.in. (Stands 46, 51 and 75.)

gearing, instead of at the crown wheel Engine, gearbox, bevel box and pressurized radiator are mounted as a unit on a detachable sub-frame, thus the complete assembly can be detached and run in the workshops away from engine compartment is closed by a hinged plastics cowl, which protrudes The chassis frame side-members are flanges and a maximum depth of 8 in. These members are swept up sharply over the rear axle, whilst over the &-in.-thick pressings, with 3-in. the chassis. This facilitates engine tuning after an overhaul. from the rear of the bus. and pinion.

(Right) A Crane sub-frame-mounted air-suspension bogie. The stub axles are carried on trailing arms and twin two-convolution air bellows are used. (Below) Eagle air suspension employs single air-pillows at each side of the tandem-axle bogie. It is displayed on two straight-frame semi-trailers and on a 3,250-gal. frameless tanker.





More Trailers at the Show

(Below) B.T.C. Four-in-Line twin axles are fitted to this 25-ft.-long platform semi-trailer. It is coupled to a Thames Trader tractor.

EXHIBITS from 14 manufacturers are detailed in this stand-by-stand review of the trailer section of the Commercial Motor Show. There are three more entries than at the 1956 event, although Multiwheelers have dropped out.

Newcomers are Alperson, Rollalong and Robertshaw with light two-wheeled trailers, and York with a heavy semitrailer range. Evidence that manufacturers in this field have not stood still over the past two years is the fact that air-suspended trailers are shown on seven stands.

ALPERSON Stand 114
Alperson Products, Ltd., Newmarket

ON display for the first time at a Commercial Motor Show, the products of this company are represented by two single-axled two-wheeled caravan trailers. One is fitted out as a mobile office and will join other units in operation with Enfield Cables, Ltd., after the Show, the other should be of interest to thirsty customers, as it is a mobile bar which will eventually be exported to British Guiana.

BROCKHOUSE Stand 68 J. Brockhouse and Co., Ltd., 25 Hanover Square, London, W.1

FITTED with the forecarriage for the new Brockhouse Mark IV interchangeable automatic coupling gear, a 10-11-ton straightframed single-axle semi-trailer may be inspected. The tractor half of this coupling is shown as a separate exhibit; it incorporates a Clayton Dewandre Hydrovac to operate the semi-trailer brakes and may be fitted to any prime mover designed to accommodate automatic couplings.

Also on display are a 6-ton drop-framed low-loading trailer with divided rear axles and 27 by 7-in. tyres, a 6-ton step-framed model with a platform body and a 15-cwt. two-wheeled trailer for use with the Austin Gipsy.

B.T.C. Stand 112 British Trailer Co., Ltd., Richmond Road, Manchester, 17

TWIN axles mounted side-by-side are becoming a popular layout for semi-trailer bogies. B.T.C., who pioneered this design, which they use under the trade name of Four-in-Line, have incorporated it in all three semi-trailers which occupy their stand.

Coupled to a Thames Trader is a 25-ft. long 12-ton platform semi-trailer with this running gear and vacuum-operated brakes. A similar straight-framed semi-trailer has a 1,580-cu.-ft. van body 25 ft. 11 in. long.

The third exhibit is also a 12-ton semitrailer with Four-in-Line suspension, but in this case it has a step-framed chassis. A platform body is fitted with a headboard and high tailboard.

CARRIMORE Stand 120 Carrimore Six Wheelers, Ltd., High Road, London, N.12

OUTSTANDING among the semi-trailers on this stand is a 15-16-ton platform model incorporating a tandem-axle airsuspended rear bogie. This employs four 29-in-long air-pillows and axle location is by radius arms and Panhard rods. A special safety device ensures that the semi-trailer cannot be detached from the tractor until the jockey legs are fully lowered.

What at first glance might be taken for

What at first glance might be taken for a full-scale railway engine is in fact a 2,700-gal. stainless-steel frameless tanker semi-trailer for carrying beer. The disguise is intended to advertise the brand of beer carried.

Also shown, coupled to a Seddon tractor, is a five-car transporter semi-trailer, representing Carrimore's main production item.

CRANES Stand 106
Cranes (Dereham), Ltd., South Green
Works, Dereham, Norfolk

A 30-TON gooseneck semi-trailer incorporating the Cranes tandem-axle trailing-arm rear bogie with twin leaf springs appears on this stand. Developed from the trailing-arm bogie used on this model is the

Crane Airtrail air suspension. In this design bellows-type air springs are substituted for the leaf springs. It is exhibited as a complete unit mounted on a sub-frame and is suitable for 16-ton gross loads.

Hydraulic suspension for low-loading trailers is another Cranes design and this is incorporated in a 16-wheeled bogie. The bogie steers on all wheels and is one of a pair used for a 100-ton trailer.

Demonstrating its suitability for overseas shipment is a set of knocked-down components for a 10-12-ton platform semi-trailer shown alongside a similar complete unit.

DIXON-BATE Stand 141
R. Dixon-Bate, Ltd., Chester

FLEXITOR rubber independent suspension units are incorporated in three of the trailers to be seen on this stand. These are a four-wheeled 3-ton low-loading cable-drum trailer, a mobile office and a four-wheeled model specially fitted for carrying two 40-gal. or 45-gal. steel drums.

Other types to be seen are a 220-gal, crosscountry two-wheeled tanker trailer, a four-wheeled 3-ton trailer, a heavy-duty twowheeled cross-country trailer with an allsteel body, and two-wheeled toolcart trailers of 8-cwt. and 20-cwt. capacities.

DYSON Stand 103
R. A. Dyson and Co., Ltd., Grafton
Street, Liverpool, 8

OF exceptional technical interest are a trailer and semi-trailer on this stand. The 27-ft.-long platform semi-trailer not only employs air suspension for its tandem-axle bogie, but has disc brakes on all wheels, operated by air-pressure diaphragm cylinders,

(Continued on page 320)





The trailer shown is a four-wheeled model of 8-ton capacity, 18 ft. long and 7 ft. 6 in. wide, the air suspension in this case utilizing four bellows-type units. The disc brakes litted on all wheels are operated by an airover-hydraulic system.

Coupled to a Leyland Buffalo tractor is a 60-ton self-loading semi-trailer. It is 35 ft. 10 in, long and the rear bogie is of the unsprung walking-beam type.

EAGLE Stand 105 Eagle Engineering Co., Ltd., Eagle Works, Warwick.

THE versatility of the new Eagle air-suspension bogic is demonstrated by three exhibits on this stand. Two of these are 15ton and 17-ton platform semi-trailers and the other a 3,250-gal, frameless tanker semi-The bogie used is identical in each case, and is mounted on a sub-frame welded to the main chassis frame of the platform models and attached direct to the shell of the tanker.

André air-pillows are used and axle location is by trailing triangular torque arms, with their forward ends mounted in large Silentbloc bushes.

Also shown is a light semi-trailer with mobile X-ray van bodywork containing an X-ray set, a dark room, office accommoda-tion for the staff and a waiting room

HANDS Hands (Letchworth), Ltd., New Icknield Way, Letchworth, Herts

A NOTHER air-sprung semi-trailer is a 10-ton platform model on this stand. The straight-framed chassis has a single beam axle carried below it on an A frame with two canister-type rolling-lobe air springs at the ends of the trailing member. A 16-18ton semi-trailer with a Hendrickson tandemaxle bogie employing rubber as the suspension medium is also new. The trailer has a straight-frame.

A 12-ton platform semi-trailer with its two axles arranged side by side has the new Hands G-type automatic coupling fore-carriage attached to it. This coupling is fully interchanged by the coupling is fully interchangeable with most other makes of automatic coupling. Detachable rear axles are incorporated in a 25-ton low-loading machinery semi-trailer, which can also be inspected.

ROBERTSHAW Stand 144 M. F. Robertshaw, Ltd., Bletchley, Bucks

APPROVED by Austin for towing by their Gipsy and by Rover for use with the Land-Rover is a Camel two-wheeled trailer 116

to be seen on this stand. Displayed for the first time at the Show, it is novel in that it combines a 100-gal, tank—the top surface of which forms the floor of the trailer-with an all-steel truck body capable of carrying 1,500 lb. of freight. It is designed for cross-country operation, and shock absorbers and axle-restriction pads are standard fittings.

ROLLALONG

Rollalong, Ltd., Ringwood, Hants WO two-wheeled caravan trailers may be inspected on this stand. One, which will form part of a mobile camp for the British Petroleum Exploration Co., is robustly built as it is intended to be slung beneath a heli-copter for transport, in addition to being

The other caravan is 27 ft. long, also being for a similar camp. Both models are for use in the desert and are equipped with fulldust-proofing, fly-screening and air condi-

SCOTTORN Stand 143 Scottorn, Ltd., 173 Kingston Road, New

Malden, Surrey
"WO frameless tanker trailers, a two-Compartment model of 500-gal, capacity and a single-compartment model of 250-gal. capacity, may be seen on this stand. The larger trailer is a four-wheeler, whilst the

other has two-wheels on a single axle.

A 15-cwt. all-steel two-wheeled cargo trailer is also on display and is intended for towing by the Austin Gipsy or Land-Rover, the wheels and tyres fitted being interchangeable with those on either of these motive units. A similar unit of 11-ton capacity is shown knocked-down ready for shipment.

Taskers of Andover (1932), Ltd.,

Waterloo Iron Works, Andover, Hants
A SIDE-BY-SIDE twin-axle air-suspension bogic fitted to a 15-ton straight-framed semi-trailer is an outstanding exhibit. The oscillating axles are mounted on trailing beams extended rearwards to carry canistertype air springs and twin telescopic shock absorbers.

A rear-steering model on this stand is the only semi-trailer of its type in the Show. Known as the PV, it also employs side-byside twin axles, the supports for which are mounted on turntables interconnected by a track rod.

A linkage is taken from the near-side turntable to a sliding wedge in the semi-trailer half of the fifth-wheel coupling. This wedge engages the V slot in the fifth wheel and is moved by angular changes between the prime mover and the semi-trailer, thus auto-

matically steering the semi-trailer wheels.

Other exhibits include 10-ton and 3-ton semi-trailers with the new Taskers D.-S. automatic universal coupling.

York Trailer Co., Ltd., St. Marks Road,

Corby, Northants
SEEN for the first time at Earls Court, five models demonstrate how quickly this new company has established its products in this country. A 24-ft.-long platform semi-trailer has the Airpoise air-suspension system for its tandem-axle bogie.

A sign of transatlantic ancestry is the

appearance of a 12-ton platform semi-trailer with stake-and-rack sides.

with tandem axles and four-spring rocking-beam suspension, the 27-ft, platform semi-trailer shown has two-line vacuum braking combined with a Bendix-Westing-house two-line air-pressure system.

Of 20-cu-yd. capacity, a tipping semi-trailer has four-stage twin hoists to give a tipping angle of 50°. A 12-ton low-loading semi-trailer with removable running gear may also be inspected.

Latest in Lamps

SEVERAL makers have new driving and auxiliary lamps on display at the Commercial Motor Show. Joseph Lucas, Ltd., Great King Street, Birmingham 19, exhibit on Stand 2490 their CFT



chal Uni-Visorim auxiliary lamp may incorporate side and indicator bulbs. (Right) The Bosch lamp is notably slim and has a 35-w.

(Left) The Mar-

and CLR lamps, which are combinations of the spigot-mounting types and the standard F700 headlamp. By retaining the standard adaptor, the new lamps can be used on insulated-return wiring.

They are being made in both 12v. and

24v. versions. The CFT fog lamp costs £4 5s. and the CLR long-range lamp £5. It is obligatory by law to have an internal warning light when a reversing lamp is in operation, and Lucas now offer a 24v. version of their pull-out switch incorporating a lamp bulb. This is priced at 10s.

Marchal Distributors, Ltd., Brook Lane North, Brentford, Middx, show on Stand 3791M Uni-Visorim matching fog and driving lamps which may flashingincorporate light indicators and side lights. The company also have other auxiliary lamps.

> Of particularly slender construction, fog

and long-range lamps exhibited by Bosch, Ltd., 20 Carlisle Road, London, N.W.9, on Stand 394KL, cost £3 16s. 3d.





This is the LEYLAND GROUP WORLD SERVICE ... and here is the news!

And very big news it is, too! In the wide range of trucks, a first time showing is the brand-new Leyland 'SUPER-COMET' for 9-tons payload. The new Albion 7-ton 'CHIEFTAIN' and 4-5 ton 'CLAYMORE', introduced with overwhelming success a few weeks ago, are also here in person. Another Albion making its debut is an entirely new 14-ton gross 'CLYDESDALE'. Coming to 8-wheelers, an outstanding exhibit is the modern 24-ton 'HIGHWAYMAN' by Scammell. Finally, the massive 230 h.p. 6 x 6 'SUPER-CONSTRUCTOR' (gross train load 150 tons) is taking a lot of room on the Scammell stand.

Pride of place in buses goes to the revolutionary 30 ft. rear-engine 'ATLANTEAN' double-decker for either low or normal height bodies seating 73 and 78 respectively. Shown both in chassis form and as a low-height double-decker, it is a perfect example of advanced thinking applied to sound mechanical design. And it's packed with profit-making features from stem to stern.



AND ASSOCIATED COMPANIES

ALBION MOTORS LTD. SCOTSTOUN, GLASGOW

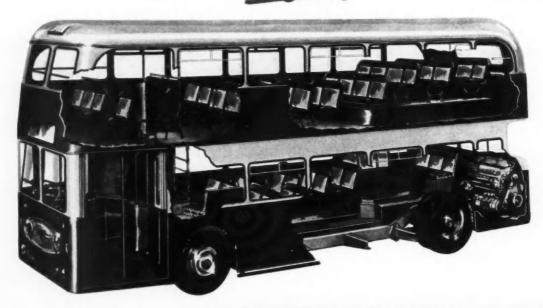
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Double-decker of separate chassis and body construction, available as a low-height (13' 4" unladen) 73-seater or as 78-seater of normal height. The design includes single-step front loading platform; driver-controlled doors; short staircase, wide gangways; 125 h.p. rear-mounted power pack, removable as a unit in a few minutes; Pneumo-Cyclic gearbox (semi or fully automatic); high efficiency airbrakes; swept circle of 68ft.

...and the New 9-Ton payload SUPPER COMET

A development of the famous COMET, but with stepped-up power, transmission and payload. Body lengths up to 23' 6'. Big features include new modern-style pressed steel cab, high-duty 1 fo h.p. diesel; 5 speed gearbox (or 6-speeds with overdrive); high capacity rear axie; and diaphragm operated air brakes.



Jeyland 575

Also showing is the internationally famous

ROYAL TIGER WORLDMASTER
and the
24-ton OCTOPUS 8-wheeler

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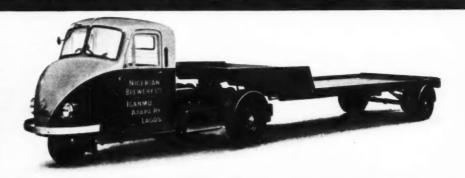
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THE COMMERCIAL MOTOR, SEPTEMBER 26, 1958. COLOUR 32

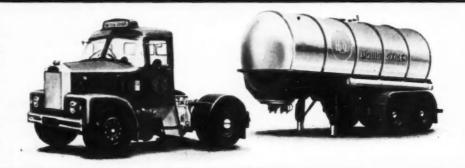
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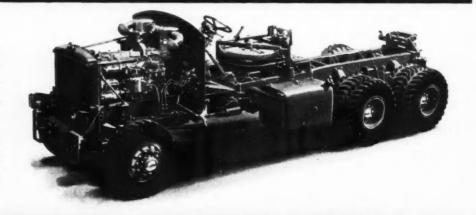
The 3 and 6-ton SCARAB Mechanical Horse fitted with Scammell M.H. automatic coupling gear—demonstrated on the stand—is interchangeable with any number of semi-trailers of different types. The SCARAB's high economy in operation, all-round flexibility and remarkable manoeuvrability in congested areas make it the ideal vehicle for short haul service and inter-zone work.



Having a greater oxygen capacity than any vehicle in the world this Scammell HIGHWAYMAN tanker carries the equivalent of 342,000 cu. ft. Fitted with the Scammell Heavy Duty Automatic Coupling gear—demonstrated on stand—which permits the semi-trailer to be used as a mobile storage container, this 24-ton g.v.w. articulated 8-wheeler is a superb example of Scammell's ability to design and produce vehicles to suit an operator's own requirements.



With their new 230 h.p. SUPER CONSTRUCTOR Scammell add more power and easier control to their well proved CONSTRUCTOR bogie and its unique method of suspension and independent propeller shaft drive to each axle. Catering for loads up to 150 tons, the new chassis has direct airoperated gear change at full torque controlled by lever on steering column without pedal operation, hydraulic power assisted steering and twin coil spring front suspension.



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THE COMMERCIAL MOTOR, SEPTEMBER 26, 1958. COLOUR 33

DISC Lockheed commercial vehicle disc brakes are available in two types, single and twin cylinder, each available with a variety of cylinder bore sizes, thus giving complete flexibility of frontto-rear braking ratio.

FEATURES:

Automatic adjustment, giving constant pedal travel throughout the life of the friction pads. Operator can inspect lining condition at a glance and remove pads in seconds. Patents pending.

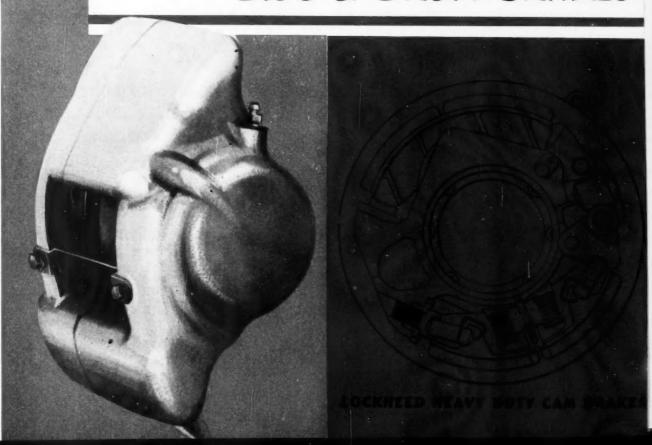
DRUM These new heavy-duty cam-type brakes have been developed specifically for vehicles grossing 14 tons and upwards, and for actuation by hydraulic, air or other means. They incorporate the following features:

Fully floating leading and trailing shoes.
Individual external adjustment for each shoe.
Very high standard of mechanical details to reduce friction and facilitate service.
Brake drum up to ½" diameter oversize can be used.
In addition, there is the well-known range of Lockheed hydraulic brakes.

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Colour 34

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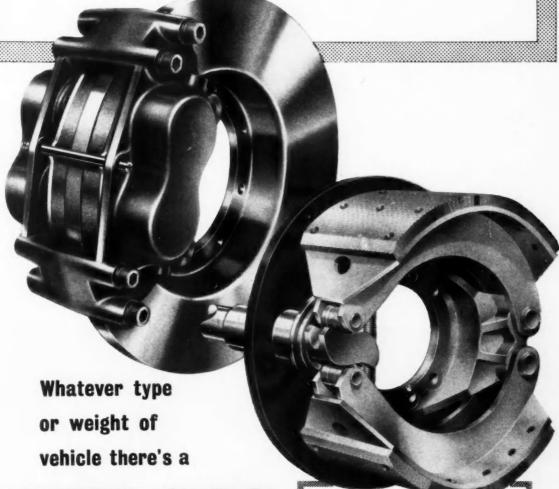
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MORRIS COMMERCIAL MOTOR SHOW For CHOICE

CHOICE OF VEHICLE

From a nippy ten hundredweight delivery van to the new seven ton long-haul truck—a wide range of dependable "strength-styled" vehicles, designed to appeal to driver and operator alike. The choice is yours.

CHOICE OF ENGINE..

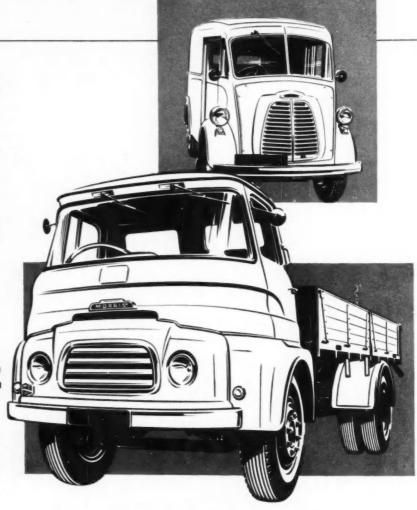
On most of the models in the range, you can choose between a petrol engine and one of the three diesel units—designed and made at MORRIS—for extra economy, extra life. The choice is yours.

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Many vehicles in the MORRIS line-up for 1958/9 are offered in normal or forward-control versions. What's more, special bodies are available to meet your specific needs. The choice is yours.



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MORRIS COMMERCIAL CARS LTD., DEPT. NO. 26, ADDERLEY PARK, BIRMINGHAM. 8

Overseas Business: Nuffield Exports Ltd., Oxford and 41/46, Piccadilly. W.1

New Equipment at the Show

Hotter Heater

THE F376 is a new cab heater with an output equivalent to over 3½ kW. produced by S. Smith and Sons (England), Ltd., Cricklewood Works, London, N.W.2. A denser matrix gives greater efficiency in a smaller space than the now superseded F375 model. The F376 is a fresh-air type and can therefore be used for admitting unheated

air into the cab.

A 12-v, or 24-v, motor can be supplied, and to enable the unit to be employed with a greater degree of refinement, the company offer a hit-and-miss rotary vent. This is 7 in. in diameter and is designed to be used with a standard 5-in. diameter hose.

A two-speed motor switch is also available, together with a manually operated water-metering valve to vary water flow to the heater and thus the amount of heat in the matrix. These exhibits can be seen on Stand 2510.

Fluted Flasher

A NUMBER of novel products is shown on Stand 320E by Wilmot Breeden. Ltd., 13-14 Oxford Road,

Smith's rotary hitand-miss vent provides a greater degree of heater control. (Stand 2510.)



by turning the key through 90 degrees.

Of generous size, a chromium-plated ash tray is secured to a back plate by a pivot and is rotated for emptying.

Steel-asbestos Gaskets

REINZ cylinder-head gaskets are now available from Chillcotts, Ltd., Coalport, Shropshire, who are exhibiting





(Above) The slim Wilmot Breeden indicator, seen on Stand 320E. (Right) The new Lucas mirror has a hinged arm facilitating resetting. (Stand 2490.)

(Left) Lucas make this lamp for attachment to overhanging loads.



Birmingham, 5. A long and slender lamp for use as a flashing direction indicator has a fluted amber diffuser and incorporates two bulbs in a paired central socket. A roof lamp for coaches is simple in design and has a slightly domed diffuser secured to the light-alloy base plate by means of an integral bayonet fitting. Made to fit a 3-in. neck, a locking fuel-filler cap is attached by special screws the heads of which are broken off after assembly. The cap is locked

on Stand 212P. In almost exclusive use in Germany, these are made of long-fibre asbestos with steel-wire binding to confer a high degree of tightness against gas in transverse section.

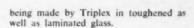
The company claim that, unlike copperasbestos gaskets, the Reinz products have a small and uniform compressibility which reduces distortion of metal because of over-tightening, and that the elastic coating of the gaskets seals surface imperfections of the metal.

Better Visibility

THE Triplex Safety Glass Co., Ltd., 1 Albemarle Street, London, W.1, who occupy Stand 332E, are now making laminated safety glass which embodies an almost invisible grid of wire. This passes an electric current, consuming some 30 W. per sq. ft., to heat the glass and keep it free of mist.

Another means for achieving the same effect is to have a transparent gold film embedded in the glass laminate, and this has been put to use on earth-movers. Twin Wrap curved windscreen panels are

(Left) Shown on Stand 274AB, the Tipon Aerosol touch-up spray sells at 10s. 6d. (Right) Automotive Parts and Accessories make reinforced sections for repairing tyres. (Stand 159SV.)



Touching-up Spray

FOR touching-up damaged paintwork, paint sold in a variety of colours in Acrosol spray containers by D. J. (Tipon), Ltd., 83 Piccadilly, London, W.I, costs 10s. 6d. per tin. These products may be inspected on Stand 274AB. They are sold through the sales organizations of those manufacturers who have approved them.

Lighting Loads

A LAMP for attachment to the ends of overhanging loads has been produced by Joseph Lucas, Ltd., Great King Street, Birmingham, 19. Exhibited on Stand 249O, it consists of the lamp itself with a hard-rubber bracket and webbing strap, together with 5 ft. of cable and male plug. Priced retail at £2 5s., it is offered in 12-v. and 24-v. versions.

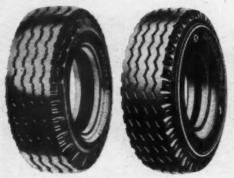
Sold with either a 6-in. or 10-in. arm, a mirror which has a hinge to permit manual return to the set position, should a blow be suffered, is also introduced. Price for the shorter type is £1 6s. 6d. and £1 7s. 6d. for the other.

Tread Repairs

MOULDED rubber sections reinforced with rayon cord are produced by Automotive Parts and Accessories, Battle Road, Hailsham, Sussex, for tread and wall repairs to all sizes of tyre up to earth-mover equipment. Exhibited on Stand 159SV, they are for either hot or cold application. The shape offered for tread repairs is made in small, medium and large sizes, and that for wall repairs in medium and large. A nail-hole size is also available.







These four new tyres are for ordinary use and are, from left to right, the Bergougnan H.T.S., India Super G.17, Avon Highroad and Pirelli Cintura. The H.T.S. is sold in standard and premium forms, and the G.17 is made in tubed and tubeless styles. Substantial shoulder buttresses are featured by the Highroad, whilst the Cintura is the subject of strong claims by the manufacturers.





Tyre Makers Turn to Steel, Rayon and Nylon

RESH development problems have been posed to tyre manufacturers by the heavier payloads which goods vehicles may carry, greater acceleration capabilities and improved braking of both goods and passenger types, together with, to a growing extent, the higher sustained speeds which are becoming possible on modern highways.

Their answers are to be found at Earls Court in the form of a trend towards the greater use of steel wire and nylon for carcass fabrication. Strong claims are made by one exhibitor for a new tyre produced according to a novel process.

Thirteen new tyres may be inspected. Seven of these are for ordinary road use -the Avon Highroad, Bergougnan H.T.S. and H.T.S. Premium, Fisk Transportation Nylon, Goodyear Cross Rib 3-T Nylon, India G.17 Red Flash and Pirelli Cintura. The Pirelli Carriload 421 is recommended for fast long-distance vehicles. The India P.T. Red Flash is an anti-static tyre for public service vehicles, and the Bergougnan R.D.S. is intended for multi-stop delivery work.

Remaining new tyres are for vehicles which operate over rough surfaces, and are the India Super Rufway, Pirelli Atlantic and U.S. Royal Super Fleetmaster.

Highroad covers are stated by the Avon India Rubber Co., Ltd., Melksham, Wilts (Stand 205 P), to have an extra thickness of toughened tread rubber. Shoulder recessing affords cool running, and double-reinforced buttresses provide protection against chipping caused by kerbing. The Avon display is augmented by Highway Coach and Highway Monarch tyres, also the Highway Airseal, a tubeless cover fitted to a one-piece drop-centre rim. Traction Mileage tyres for rough surfaces and Express Delivery covers may be inspected, and low-loader covers are also exhibited.

Premium covers in the H.T.S. range of the Bergougnan Tyre Co., Ltd., 95 White Lion Street, London, N.1 (Stand 209 P), differ from the standard type in having more rubber on the tread. H.T.S. pattern features a broad con-tinuous rib supported by robust shoulders, which are double-buttressed on premium tyres. The R.D.S. types are designed to give long wear under the conditions in which delivery vehicles operate.

Improvements in Vehicle Design Lead to Developments in Tyre Construction for Affording Good Service Under More Arduous Working Conditions: Thirteen New Covers on Display

These exhibits are supported by a display of tyres for low-loaders and vehicles which are employed on abrasive surfaces.

High tensile strength, low moisture absorption and good resistance to fatigue are stated by Fisk Tyres, Ltd., Riddings, Derbys (Stand 211 P), to be conferred by the use of nylon. This company's Transportation Nylon tyre is shown together with the Rayon Transportation cover for heavy vehicles. The tread design is said to afford ease of steering, and linked buttresses are claimed to prevent irregular wear on the outer ribs, as often occurs with tyres fitted to front wheels. The Tug-Lug cover for quarrying vehicles may also be examined on this stand.

Plies used in the Cross Rib 3-T Nylon cover shown by the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., Bushbury, Wolverhampton (Stand 206 P), are stated to afford a degree of durability such that many more retreads may be had than if ordinary textile were employed. The nylon undergoes a special process to improve its strength, and the wide tread has submerged circumferential ribs to

(Continued on page 323)



Five tyres built for vehicles employed off the road have rugged tread patterns in common. Steel-ply construction of the U.S. Royal Super Fleetmaster is shown by the picture on the left, and the Henley Trek Track (right) has serrated shoulder lugs. Left to right below are the Goodyear Cross Rib. Firestone Goodyear Cross Rib, Firestone Super Mileage Lug and Davies
Dual-Grip. Goodyear have
advanced with the use of
nylon. The Super Mileage
Lug is non-directional.









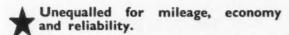


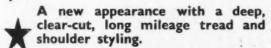


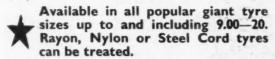
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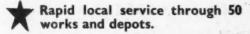
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TUBED OR TUBELESS













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Ashbourne Road, Derby. Derby 40681

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Benwell Lane, Newcastle on Tyne, 5. Newcastle 34863.

Newark Road Garage Ltd.

Newark Road, Lincoln. Lincoln 20216.

B & W Motors Ltd.

146 Newhampton Road West, Wolverhampton. Wolverhampton 51293.

Commercial Motors (Hull) Ltd.

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Ings Road, Wakefield. Wakefield 6051.

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44 Eye Road, Newark, Peterborough. Peterborough 6161.

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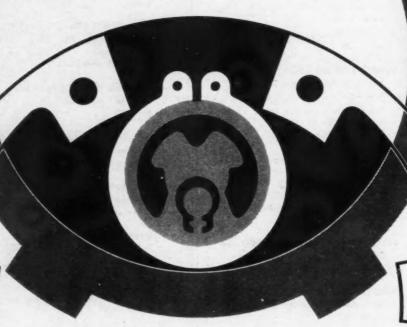
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buttress the shoulders to reduce scuffing action and uneven wear.

The Hi-Miler Extra Tread S is made by the concern for vehicles which make long fast journeys, and the Traction Hi-Miler is available with either a rayon or nylon carcass. Tyres for rough work and low-loaders augment the Goodyear display, and there are substantially built tyres in smaller sizes for goods vehicles.

Greater careass strength, obtained as the result of research by the India Tyre and Rubber Co., Ltd., Kingsbury, London, N.W.9 (Stand 200 P), is stated to be a feature of the G.17 Red Flash, and the casing of the P.T. Red Flash is of similar specification. The Super Rufway may be supplied with either rayon or nylon plies, and the tread design has been modified to give longer life and better traction. Tread rigidity has been retained to prevent distortion when running over uneven surfaces, and to resist lateral forces when vehicles operate along winding or heavily cambered roads.

The Super All-purpose tyre, with bold tread and shoulder lugs, is intended for on-and-off the road use, whilst the Super Mining and Logging cover is made with nylon. The G.17 Tubeless cover is being manufactured in a limited range of sizes. Other India exhibits are of the Light Truck, Super Low Loader Winter tyres, the last-mentioned being designed to give a good grip on slippery surfaces.

Constant Contact Area

Major characteristic of the Cintura tyre, claim Pirelli, Ltd., 343 Euston Road, London, N.W.1 (Stand 201 P), is that the area of tread in contact with the road surface is constant under all conditions of speed and load. This is achieved by the incorporation under the tread of a circumferential belt of tough material which enables the tread to roll without dragging.

Result of this method of construction, which makes use of both rayon and steel plies, is that a life almost double that of ordinary tyres is obtainable, say the company. The five-rib tread has a distinctive pattern. The Cintura is to go into production shortly, having been tested by a number of operators.

Offered in standard and premium form, the Carriload 421 has a tread with four ribs, the two in the centre being wider than the outer ribs so that the inner part of the tread provides a generous amount of rubber in contact with the road. The Atlantic tyre has heavy

(Extreme left) Dunlop have produced a solid tyre in amber - coloured Duthane synthetic material, which is hard-wearing and greaseresistant. (Left) This cover has been processed by Tyresoles and has this company's standard giant tread.

traction bars closely locked to confer stability, whilst transverse grooves are terraced to prevent stones from embedding in the tread. The 268 cover, on-and-off

the road tyres and light-vehicle equipment complete the Pirelli display.

Steel-ply tread reinforcement and deep lugs for good traction are offered by the U.S. Royal Super Fleetmaster, exhibited by the North British Rubber Co., Ltd., Castle Mills, Edinburgh (Stand 210 P). Metal construction was first used by the company in the U.S. Royal Fleetway, which is now available as a tubeless tyre with beads to fit the width and depth of modern rims. The U.S. Royal Fleetmaster is also shown.

Another novel exhibit in this section of the Show is a solid-rubber tyre made of Duthane, a synthetic material based on polyurethane and having an amber colour. It is shown by the Dunlop Rubber Co., Ltd., Birmingham, 24 (Stand 203 P). Duthane, whilst not likely to be used for pneumatic tyres, is hardwearing and grease-resistant, and indicates the extent to which research into materials alternative to rubber for tyres has been taken.

The company present a notably diverse range of tyres for various purposes. A Highway low-loader cover is shown with its sidewall buffed away to reveal the underlying strip which resists damage because of kerbing. Highway Major, Roadtrak Major, Power Grip and Roadster tyres may be inspected. The last is designed for use on rough, winding roads.

Whilst the remaining exhibitors do not announce any new equipment, their products have been subject to steady development, and what may be lacking in novelty is compensated for by the experience behind their current offerings. The Davies Tyre Co., Ltd., The Hyde, London, N.W.9 (Stand 204 P), show their Classic and Classic Light Truck tyres, together with the Dual-Grip for rough surfaces. This is also available in sizes for low-loaders, in which case

a scuff bar is built in the sidewall. The Firestone Tyre and Rubber Co., Ltd., Great West Road, Brentford, Middx (Stand 207 P), have a wide range of covers on show.

The Fisk Transportation cover and (right) Michelin Delivery tyre. Tread design of the Fisk is stated to afford ease of steering. The pattern at the edges of the tread of the Delivery is typically Michelin, and the centre is intended to stand up to stop-start operation.

including Tubeless Truck-Bus tyres for Firestone-type one-piece drop-centre rims. Transport Heavy Duty covers are augmented by Super Transport premium types, and the Super Mileage Lug is the company's most recent product. This is an on-and-off the road tyre with non-directional characteristics and recommended for rear wheels.

All-Traction tyres are available in two versions: the Heavy Duty may be used when conditions may lead to a reasonable expectation of wear, but the 100 type is for use when premature failures may otherwise be reckoned upon. Tyres for low-loaders and battery-electric vehicles are featured together with inner tubes with high-leak resistance.

Said to be the only tyres with a transverse tread from shoulder to shoulder, the P.G. is featured by Henley's Tyre and Rubber Co., Ltd., Bath Road, Melksham, Wilts (Stand 202 P). There is also the Trek Track cover for rough work, and the non-directional R.L.M. for quarrying and logging vehicles. Covers for cross-country vehicles, including the R.G., which has no individual lozenges in the tread pattern that may be broken off, and for mechanical horses may also

Reducing Tyre Stocks

be inspected.

Pioneers of steel-ply tyres, the Michelin Tyre Co., Ltd., 81 Fulham Road, London, S.W.3. (Stand 208 P) point out that the use of X covers can reduce stocks as, for example, a 9.00-20 tyre of this type is equivalent to similarly sized textile tyres with 10-, 12- and 14-ply ratings. The complete range of eight X tyres from 7.50-16 to 11.00-20 is said to equal 25 textile giant tyres.

Michelin also exhibit their Metallic and Steel tyres, the difference between the two being that, although both have wire plies, the Metallic cannot be mated with other tyres whilst the Steel is made in dimensions matching with textile covers, thus allowing twinning, for example. Lightruck and Delivery covers complete the display.

Occupying Stand 150 PU in the Transport Service Equipment section, Tyresoles, Ltd., Palace of Engineering, Wembley, Middx, exhibit their new Standard Giant tread for remoulded covers, which may be processed by the Wyresoles technique.

Operators who are selective in their choice of tyre equipment will find much of interest at Earls Court.



PECIALIZATION, which is daily becoming increasingly evident in road transport, is clearly reflected in the exhibits shown by the bodybuilders at Earls Court. So far as coachwork is concerned, the day of improvisation is past: today there is no difficulty in matching the right chassis with the right body for specific pur-

The bodybuilders alone display more than 160 complete vehicles, the great majority of which has been built to customers' requirements for special work. There are dozens of vans produced for particular trades, tippers for every type of mineral, tankers for fluids ranging from milk to methanol, and vehicles to carry from 12 to 78 pas-

Other examples of the coachbuilder's craft are to be seen on the stands of the chassis manufacturers (pages 296-309), and the practical man will not omit a visit to the demonstration park (pages 333-334).

Goods

ANDREWS Stand 132 Andrews Brothers (Bristol), Ltd., Regent

Street, Liverpool, 3 STAINLESS-STEEL tanker of 3,300-gal. A STAINLESS-STEEL tanker of Spider, is capacity, intended for wine and cider, is capacity of Whiteway, in the house colours of Whiteway, The three compartments are of 400-, 1,400- and 1,500-gal. capacity, from front to rear. Each has a manhole of 18 in. diameter and the outlet arrangements are through stainless-steel tubes and valves.

The interior of the vessel is dull polished and the exterior has 2-in, insulation, skinned in polished aluminium. The exhibit has been built to the order of Bulwark Transport. Ltd., on an Albion chassis,

SPECIALIZATION

Where To Find . . .

LORRIES: Stands 30, 26, 24, 108, 109, 54, 69, 39, 29* VANS: Stands 113, 30, 26, 24, 122, 111, 80, 52, 108, 109, 54, 28, 79, 23, 121, 142, 36, 77, 124, 119, 81, 69, 39, 102.

142, 30, 71, 124, 119, 61, 65, 65, 168, 179, 181, 182, 183, 183, 184, 185, 26, 128, 24, 122, 108, 33, 32, 31, 54, 49, 116, 27, 53, 39, 25.

TANKERS: Stands 132*, 82, 62, 26, 123, 130, 119, 81, 118*, 107*.
BULK CARRIERS: Stands 26, 122, 49.

CONTAINERS: Stands 111*, 108*, 49, 81.

CATTLE CARRIERS: Stands 122, 28. CARAVANS: Stand 125.

DOUBLE-DECK BUSES: Stands 51*. 62, 46*, 45, 47, 89, 90, 88, 38. SINGLE-DECK BUSES: Stands 88, 43.

131, 121, 55, 46, 45, 36, 102, 38. COACHES: Stands 37, 44, 35, 36*, 48*.

AMBULANCES: Stands 113, 79, 117, 50. *Of special interest to overseas operators.

stability in lifting. The body weighs 12½ cwt.
Other types of Anthony hoist are shown a Thames Trader with 6-cu.-yd. fixedsided steel body, on a Dodge 6-tonner and a Thornycroft Swiftsure 11-ft,-wheelbase chassis. The Thames version has a single telescopic slant-type underbody hoist and both the Dodge and Thornycroft have pipe-

APPLEYARD Stand 113 Appleyard of Leeds, Ltd., North Street,

VERSATILITY is the keynote of the Capacity van, based on a Morris J2 chassis with cab. It is available with modifications to suit many needs, as, for example,

the bakery trade, or equipped as a mobile shop.

Exterior panelling is of sheet steel, over a frame of hardwood. The double doors at the rear swing back to clip on the body sides. Interior dimensions are: Width, 5 ft. 7 in.; length, 9 ft.; height, 5 ft. 5 in.

ARLINGTON Arlington Bodybuilders, Ltd., High Road, Ponders End, Middx.

THE company are showing three distinctive examples of their coachwork on Albion Chieftain, Maudslay Mercury and SB8 Bedford chassis. The Albion is dis-SBB Bedford chassis. The Albion is dis-played with a light double-drop-sided platform body in which aluminium-alloy extrusions are used extensively. Light-alloy channel runners are insulated from the chassis by hardwood packing. Drop sides and tailboard are of extruded planking.

The Maudslay has an Arlington composite cab and box body on a wheelbase of 17 ft. 3 in. The cab has a two-piece wrapround windscreen and a plastics roof with hinged ventilator in the centre. The body is framed and floored in hardwood and has a wooden-roller rear shutter and light-alloy tailboard. The roof is panelled with resin-bonded plywood under Perfecto sheet, with a glass-fibre centre section.

A capacity of 1,740 cu. ft. is offered by the Arlington Coronet Mk. III light-alloy pantechnicon body on the Bedford chassis. It is framed in aluminium extruded sections and sheet, with softwood floor.

Stand 115 AUTOLIFTS Autolifts and Engineering Co., Ltd., Highfield Road, Blackburn

THE company's twin front-ram tipping gear and a 12-cu.-yd. alloy body are shown on an Atkinson chassis. The composite steel and glass-fibre cab will be noted. A 6-cu.-yd. all-steel drop-sided tipper with MAU front-ram gear is seen on a Commer chassis and a Dodge displays an all-stee! 7-cu.-yd. body.

(Below) The Auto-lifts slant-ram



Anthony Hoists, Ltd., Braintree Road,

South Ruislip, Middx.

THE 14‡-cu.-yd. tipper shown on the 14-ft. 9-in. Albion Caledonian chassis is of entirely new design. It has a compound cam-type hydraulic hoist with built-in stabilizer and an all-welded alloy body. double-extension ram operates through a linkage arranged to provide lifting thrust from the cylinder in the horizontal position same time to contribute to

(Above) Appleyard of Leeds (Stand 113) are showing this neat Capacity van on the Morris J2 chassis, equipped for bakery work. Framed in hard-wood and panelled in steel sheet, the van has an internal length of 9 ft. and height of 5 ft. 5 in.



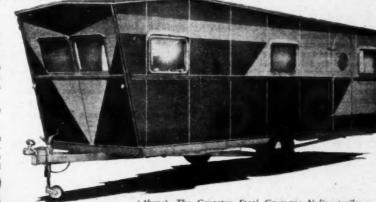
The Theme in Bodywork

W. B. Bawn and Co., Ltd., Blackhorse Lane, London, E.17

EXHIBITS include an 1,800-gal. tank, designed for the haulage of burning oils, on a Commer medium-wheelbase chassis three-compartment tank has manifold and flexible hose connections, arranged to allow the pump to be used both for filling and emptying. A bulk grain transporter on a Taskers trailer is also shown.

British Light Steel Pressings, Ltd.,
Warple Way, London, W.3

The cab shown on a Karrier Bantam
forward-control 2-3-ton chassis is of allsteel construction and has an effective width of 5 ft. 1 in. The driver has a well-upholstered



(Above) The Coventry Steel Caravans Nuline trailer, equipped as a mobile drawing office, on Stand 125. Construction is in aluminium, with glass-fibre insulation.



(Left) An A.E.C. Mammoth Major eight-wheeler with Duramin 17-cu.-yd. light-alloy tipping body, which is supported on a 9-in. chan tel tipping sub-frame of duralumin (Stand 108).

8-ft. 6-in. wheelbase forward-control chassis an all-steel three-way tipping body is shown with twin underslung rams and cab control. The load capacity of the gear is 7-8-tons and the body dimensions are 17 ft. 4 in.

by 7 ft. 6 in. An A.E.C. Mammoth Major sixwheeler is shown with an all-steel electrically welded 10-cu-yd. dumper body. The dumper gear is of twin-underbody triple-extension type mounted in a sub-frame. The body tips to 70° and discharges its load in 15 sec., returning in approximately 14 sec. Hydraulic pressure is applied through an Edbro 12-cylindered swash-plate returning in approximately

positive piston pump and the control valve

gives four positions.

A Dennis Pax II 5-ton taildoor loader with drop-sided body and a Scammell Scarab with tipping semi-trailer are also shown. The Scammell, with vertical front ram and quickly detachable non-spill coupling, has a load capacity of 7½ tons. The 4½-cu.-yd. wooden body has detachable drop-hinged panelled sides and detachable tailboard.

bucket seat and two passengers can be carried. The 35-in, doors are hinged at the front and the engine cover has a quick-release

Deep rear and corner lights are features of the cab shown on the Karrier Gamecock 3-4-ton chassis. The one-piece windscreen provides panoramic vision and is swept dual wipers. The driver's seat has a wide range of adjustment and there is plenty of

BONALLACK Stand 26 Bonallack and Sons, Ltd., Nevendon Works, Basildon, Essex

SPECIALISTS in metal bodywork, Bonallack are showing a seven-compartment 4,000-gal, spirit tank on an A.E.C. Mammoth Major of 18-ft. 91-in,-wheelbase. The elliptical tank has dished internal bulkheads, with flanged rings welded on the perimeter of the convex face to eliminate the cavity against the tank wall.

A blown-discharge bulk container with a capacity of 260 cu. ft. is shown with a light alloy tipping body on a Dodge chassis. Telehoist tipping gear is provided and a Wellworthy Ricardo blower discharges 8 tons of cement to a height of 60 ft. in 20 minutes. A 10-cu.-yd. light-alloy drop-sided tipping

body is exhibited on a new Guy Invincible and a Thornycroft Swiftsure is shown with a light-alloy van body with glass-fibre roof panel. A light-alloy triple drop-sided truck body, on a Hands semi-trailer chassis, is also shown. The sides are double-skinned and the floor is of Dekaloy interlocking extruded BOWYER Bowyer Brothers (Congleton), Ltd.,

West Heath, Congleton, Cheshire
TWO cabs built entirely in reinforced
glass-fibre on Thornycroft Trusty eightwheeled and Thornycroft Swiftsure chassis respectively are the main features here. The doors are of double-skin form, and the entire front end of the Trusty version is readily detachable for maintenance.

A light-alloy cab is shown on a Guy Formidable chassis and the display is completed by a 15-cu.-yd. tipper on a Foden. The construction is in light-alloy and the sides are hinged and detachable. Pilot tipping

BRIGGS
Briggs Motor Bodies, Ltd., Chequers
Lane, Dagenham, Essex
PEPRESENTATIVE examples of coachwork on a variety of Thames chassis include a 5-cwt. van, with 661-cu.-ft. loading capacity and 341-ft. turning circle. Chassis and solve the property of the 10-12 cmt. and cab components of the 10-12-cwt, model are shown in various forms, together with the ladder-type frame.

A Trader forward-control 5-tonner of 12-ft. 8-in. wheelbase is displayed with 15-ft. 6-in. body. There is also a 5-cu.-yd. drop-sided tipper on the 9-ft. wheelbase chassis, with two-speed rear axle. It is available with rectangular drop sides or U-shaped fixed

BROMILOW AND EDWARDS Stand 33 Bromilow and Edwards, Ltd., 264 Goldhawk Road, London, W.12

HERE can be seen Edbro-B. and E. tipping cquipment on Albion, A.E.C., Dennis and Scammell chassis. On the Albion

BUTTERFIELD Stand 123

W. P. Butterfield, Ltd., P.O. Box No. 38, Shipley, Yorks 'HREE tankers, for fuel oil, concentrated I ammoniacal liquor and milk appear in company with an insulated tank section on Dyson air-suspension single-axle gear.

The oil dispenser is of 1,200-gal, capacity and is mounted on a Bedford D.5L four-wheeled chassis. The elliptical tank has four compartments, each of which has Emco man-hole and pressure and vacuum valves. The outlet pipes are manifolded into a self-priming rotary pump, driven directly from the chassis power take-off.

The stainless-steel ammonia tank is mounted on Scammell undergear and motive unit. The capacity is 3,250 gal, and discharge is by air pressure from a radial compressor driven from the tractor power take-off.

A milk bulk collection tank of 1,750-gal. capacity is exhibited on an Albion Clydesdale polished internal finish, and insulated with 2 in. Onazote and chassis. It is made of stainless steel with dull 2 in. Onazote and a vapour-sealed outer casing of aluminium. The Howard 24-in. positive rotary pump has a capacity of 5,000 g.p.h.

(Continued on page 326)

Darham Industries (London), Ltd., 13 Victoria Street, London, S.W.1

of 2,500-gal. capacity, is mounted on a Leyland Super Comet chassis and is for petroleum products. The tank, with five

compartments, is fabricated from aluminium and is supported on mild-steel cradles. Aluminium is used also for the 2½-in. pipe-

line, the central walkway, ladder and for

HREE road tankers of new design have

been selected for display. The smallest,

Stand 130

CARBODIES Stand 34 Carbodies, Ltd., Holyhead Road,

Coventry major interest here is the newly O approved taxi for London, designated the Austin FX4. The body is 4 in. longer overall than in the current types. Although wheelbase and width are unaltered, the taxi creates the impression of being much larger than its predecessors.

The rear seat accommodates three passeners, there are two folding seats behind the driver, and the driver himself is housed in much greater comfort. The window area is much enlarged and the transmission tunnel has been eliminated. Borg-Warner automatic transmission is a standard component.

CARMICHAEL Stand 122

Carmichael and Sons (Worcester), Ltd.,
The Butts, Worcester

BODIES as widely differing as a bulk powder cement tipper, a cattle truck and insulated means to the powder cement tipper, a cattle truck and insulated means to the powder to the an insulated meat van are shown by Carmichael. The tipping body is based on a Leyland Comet 7-ton short-wheelbase chassis. It is a 9-ton aluminium tubular tank mounted on a steel sub-frame carrying Edbro hydraulic tipping gear. During discharge the tank is brought to 30° and the contents ejected with the aid of a blower working at 10 p.s.i. and driven from the power take-off.

The cattle truck is based on a Commer 7-ton long-wheelbase chassis. Largely of mahogany construction, the body has a glass-

fibre roof.

A Karrier Bantam chassis of

is to the requirements of A. E. Fisher, Ltd., Luton, for use in their fully mechanized wholesale meat store.

The roof rail system is designed to correspond with the store rails to facilitate loading and unloading of meat. The split frame structure avoids metal-to-metal contact between inner wall and outer skin to maintain full insulation.

On an Albion Reiver chassis with cab, a dual-purpose insulated and refrigerated body has been built. The optional refrigeration equipment can be removed, complete with its Luton housing. The bulkhead of the con-tainer is then made good by an insulated partition with Cardice container ventilators.

Coventry Steel Caravans, Ltd., Newport
Pagnell, Bucks
THE new Liteline trailer unit, shown in
shell form, is of attractive and unusual design. Stressed-skin construction, without conventional frame or chassis, is used in connction with independent suspension. body panels are aluminium, with inside panelling in resin-bonded plywood. The cavity walls are insulated with tissue-faced glass-fibre. The suspension is carried on the centre spine of the flooring and consists of triangulated arms with double-helical springs

(Right) The new A.E.C. Dumptruk with Edbro 15DN twin-ram tipping gear and special dumper body, now available as original equipment, (Stand 31).



DARHAM

platform.

(Right) The Garner all-steel double-skin pick-up body for the Thames 15-cwt. chassis on Stand 109. Exterior and interior skins are welded and riveted to form a rigid hox section.

11-ft. 9-in. wheelbase has been selected to demonstrate the meat-van design. This is hardwood construction with Polystyrene 2-in. slab insulation. Exterior panelling is in aluminium, with matchboarding and zinc panels inside. The rear entrance comprises two full-length insulated doors, rubber-

COCKER

James Cocker and Sons (Southport), Ltd., Meols Cop Road, Southport, Lanes DYSON 12-ton semi-trailer is seen with A a full pallet body which is suitable for side or rear loading or three-way loading. It can also be used, of course, for bulk loading. The van capacity is nearly 1,600 cu. ft. and palleted lots of cartons can be loaded in 16 minutes.

Cockers are also exhibiting an Austin 3-ton semi-Luton van of 1,000-cu.-ft. capacity. This has a reinforced plastics roof and wrap-round windscreen. The finish is in synthetic enamel.

COUNTY County Commercial Cars, Ltd., Fleet, Aldershot, Hants

WO versions of the Litex Mark IV I insulated body are shown. The conver-sion on the Thames Trader 7-ton 6 x 2 chassis

Also of "contemporary" form, the Nuline trailer, exhibited as a drawing office, is constructed in aluminium sheet. The interior panels are in resin-bonded plywood carried in an extruded p.v.c. section that provides insulation.

A Coventry Knight unit is equipped as a mobile bank. Interior appointments include fluorescent lighting, counter, clerk's desk, wardrobe and settee.

Stand 52 Cunard Commercial Body Building Co., Abbeydale Road, Wembley, Middx

DE LUXE van body of composite con-A Struction is shown on a Morris 5-cwt. chassis-cab. The frame is of hardwood, with aluminium panelling.

A well-equipped insulated van body exhibited on a Morris L.D.2 chassis. construction is of hardwood and aluminium Insulation is by Isoflex.

A Morris 2-3-ton forward-control chassis demonstrates a composite-construction van body for general goods. A half-sliding par-tition is placed behind the driver and the rear has a full-length spring-loaded roller

The two larger tanks are of 4,000-gal. capacity and are exhibited on an A.E.C. Mammoth Major chassis and Scammell Highwayman motive unit. The Highwayman articulated tanker, for petroleum spirit, is mounted on Dyson Aeroride air suspension. Each of the five compartments has an 181-in. aluminium man-hole cover and 2½-in, outlet faucets and manifold. The inside of the The inside of the tank is shotblasted and lined with Epikote. The pipelines are tinned.

The multi-purpose tank on the A.E.C. is all-steel construction and discharges through oval pipelines with an equivalent diameter of 5 in. Discharge is by gravity, but a Stothert and Pitt pump is available for products other than petroleum spirit.

DURAMIN

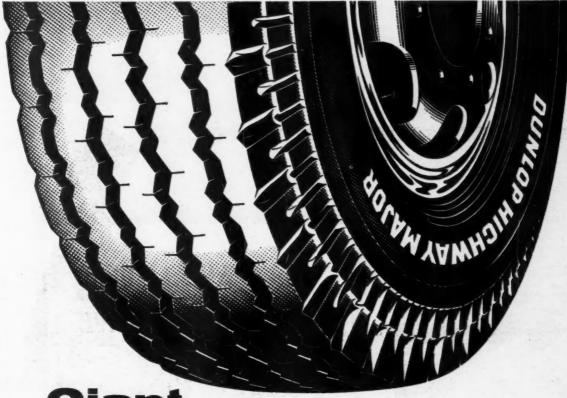
Duramin Engineering Co., Ltd., Stone-field Way, Ruislip, Middx
A LIGHT-ALLOY 17-cu.-yd. tipping body, of a type which has been giving satisfactory service under arduous conditions for some 10 years, is shown on an A.E.C. Mam-moth Major eight-wheeler. The body is 17 ft. in, long, 6 ft. 10 in. wide and 4 ft. 10 in. high. It is supported on a 9-in. duralumin channel tipping sub-frame.

A 12½-cu.-yd. tipper is also shown, the

chassis being a Maudslay Mercury.

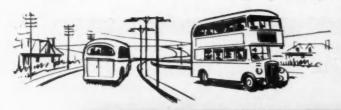
A 1,000-cu.-ft. combined body and cab on Albion Claymore is shown alongside a platform body on the Foden eight-wheeled chassis. The platform body embodies heavyduty Duraplank flooring. The exhibitors also show a 10-ton Duramin container of a type used for ferry traffic. This is completely weatherproof.

(Continued on page 327)



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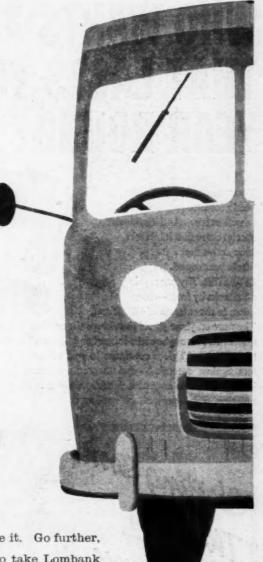


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p45

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Edwards Brothers (Tippers), Ltd.,
264 Coldbank Board, London, W 12

264 Goldhawk Roud, London, W.12

GOUR vehicles incorporating various applications of Edbro-B. and E. tipping gear are seen here. A Commer 7-tonner demonstrates the hydraulic slant-type underbody gear with combined ram and tank assembly. The load capacity of the rectangular all-steel body is 7-8 tons (6 cu. yd.). A Karrier Gamecock shows the high-lift elevating mechanism built into the chassis sub-frame. The scissors action gives a height of 10 ft. 10½ in. when raised.

A 124-15-ton tipping gear with twin underslung rams is shown on an E.R.F. 14-ft. 7-in.wheelbase chassis. The end-tipping body is of steel and wood construction and has detachable hinged sides lined with alloy sheet. A twin vertical ram is used on a Dodge has a full-vision cab of plastics and an 18-ft. platform body of afloy extruded sections. A somewhat similar design is used for the Guy Otter to the order of Pilkington Brothers.

The Austin for Mitchells and Butlers, Ltd., has an extruded platform body with deep corrugated sections and plastics skirting. Homalloy sections are used for the B.R.S. (Parcels) van based on a Scammell semirailer chassis: plastics, however, are employed in the roofing. The Austin bread van, too, is of extruded sections, with plastics for the cab dome and roof.

JENNINGS Stand 28 J. H. Jennings and Son, Ltd., Crewe Road, Sandbach, Cheshire

FOUR vehicles, each designed for a specific trade, are typical of Jennings products. The ice-cream van, on a Bedford

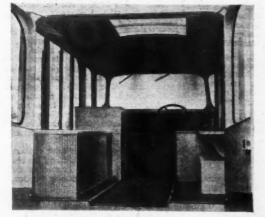
KENNINGS Stand 79 Kennings, Ltd., Gladstone Buildings, Clay Cross, Derbyshire

AN ice-cream canteen shown on a Morris JB chassis has hardwood framework, with the body front end and roof moulded in glass-fibre and the remainder of the panelling in aluminium. The van offers 6 ft. 7 in. of length behind the driver and 5 ft. 8 in. headroom. Service windows are provided on each side and interior appointments include a cabinet for minerals and glasses, a counter and sink unit. Ventilation is by extractor vent and two interior lights are supplied.

LOCOMOTORS Stand 23 Locomotors, Ltd., 154 Grosvenor Road,

A COMMER 5-ton chassis with cab is shown with a special refrigerated body for Neisons (Ice Cream and Frozen Foods), Ltd. The insulation material is expanded polystyrene, with Bitumastic vapour seals to both interior and exterior. The panelling in light alloy, with glass-fibre roof. The insulated storage space of 430 cu. ft. is cooled by a Frigidaire 3 h.p. unit with a Lister oil engine as auxiliary drive.

A dust-proof body in two-tone colourimpregnated laminated polyester glass-fibre panelling has been built for Sketchley, Ltd., dyers and cleaners. The chassis is a Morris 3-ton with a Baico 54-in. extension. The glass-fibre roof panel is set in light-alloy sections and embodies hanger rails capable of carrying 2½ tons of clothing. At each side and at the rear there are dust-proof twin loading doors with rubber gaskets, closing over recessed steps.



(Left) On Stand 79, Kennings show a Morris ice-cream canteen. The interior fittings, seen here, include lockers, minerals cabinet and sink unit. (Below) Displayed by Mann Egerton in the demonstration park: an Austin Gipsy recovery vehicle with 2-ton manually operated crane.

chassis-cab unit. The gear has a 10-121-ton capacity. The end-tipping body is of wood with a steel recessed front and cab protection board.

GARNER Stand 109 Garner Motors, Ltd., North Acton Road, London, N.W.10

A BAKERY van of welded-steel frame, aluminium exterior panelling and moulded glass-fibre roof and rear dome is shown on a Thames 15-cwt. chassis. Weather protection for customers and salesman is provided by a spring-assisted hinged flap at the rear. The confectionery compartment is located on the near-side front of the body and has a sliding door. Bakery trays are carried on aluminium racks.

A Garner double-skin pick-up body is shown, without chassis, on a special mounting. The skins, of 20g. and 18g. steel, are welded and riveted to form a box section. The double-skin construction is extended to the drop tailboard. Interior dimensions are 7 ft. 9½ in. long, 5 ft. wide and 20 in. high. The wooden drop-sided builders' truck

The wooden drop-sided builders' truck body is shown similarly mounted. It is available from stock and can be assembled in 90 minutes. The underframe is of 1½-in. hardwood and the drop tailboard and flooring are 3-in. softwood.

HOMALLOY Stand 54 Holmes (Preston), Ltd., Blackpool Road, Preston

FOR the first time, the company are exhibiting an all-plastics cab and tipping body. The chassis is a Foden and the double-skin body is cradled on Homalloy light-alloy extruded sections.

All the other vehicles on the stand embody

All the other vehicles on the stand embody both light-alloy and plastics members. The Maudslay for Lincolnshire Canners, Ltd.,



10-12-cwt. chassis, is constructed with hardwood cross-bearers, pillars and raifs, panelled inside and outside in aluminium. Access is provided from the cab to the interior and customers are served through two large sliding windows on each side. Counters and cupboards are covered in Formica.

An Austin LDI chassis demonstrates the Jennings butcher's shop. There are two display windows on each side and a customer-serving area at the rear, access to which is by a sliding door. Exterior panelling is in aluminium, with plastics-faced hardboard inside. A stainless-steel meat rail is suspended from the roof.

A Karrier Bantam is shown as a general shop. The hardwood framework carries aluminium external panelling. Fittings include customers' sliding entrance door, large display windows, an insulated compartment and storage space.

Finally, Jennings show an oak and mahogany cattle truck-horsebox on a Thames Trader 7-ton chassis. Four horses, all facing to the front, can be carried. Both the rear and near-side ramps have patent springs and an inspection door is located at the rear.

MANN EGERTON Stand 40 Mann Egerton and Co., Ltd., 8 Prince of Wales Road, Norwich

HERE the emphasis is on mobile refrigeration. The exhibitors are showing an Austin 2-ton forward-control chassis with refrigerated box body, and a 770-cu.-ft. referigerated container.

The bodies are of composite construction and have "superfreeze" doors. The van is panelled on the outside in steel, with aluminium sheet on the interior surfaces. Insulation is 4 in, thick with refrigeration by holdover plates. The compressor unit is mounted in the cab.

Similar general construction of steel exterior and aluminium interior panelling is used for the container. Refrigeration is by evaporator plates, for which the compressor is carried in a separate compartment at the front.

The company also show a twin-boom breakdown crane on a Thames 7-ton tipper chassis. Each boom is capable of lifting 3 tons up to 90° from the centre-line of the vehicle.

(Continued on page 328.)

Stand 121 Marshall Motor Bodies, Ltd., Airport Works, Cambridge BOX body is exhibited on a 13-ft. 6-in.-

A wheelbase Thornycroft chassis with cab. The ash frame is reinforced with steel plates and the side panels are of Flexometal glued the framing. Aluminium-foil flashing excludes water from the panel edges and the roof is a glass-fibre dome.

The sales van, based on a Bedford 2-ton long-wheelbase chassis, is notable for its natural and artificial lighting, achieved by wide glazed areas and tubular units. The insulated roof is aluminium and display boards are provided on each side of the body.

A composite-construction Luton body is displayed on an Austin chassis. External panelling is in aluminium alloy, with roller shutters on each side at the front and rear.

Specially designed for biscuit delivery, the Austin 7-ton van is of composite construc-tion. Except for the floor, it is fully insulated and has four adjustable loading bars. A door on the near side at the front gives access to a special compartment, and there are two full-height doors of narrow section

Marston Motor Co., Ltd., Seven Sisters Road, London, N.15 BODY built on an Austin 7-ton chassis MARSTON

A BODY built on an Austin 7-ton chassis (with power-assisted steering) to the requirements of the manufacturers of Britvic is seen here. Of composite construction, it has internal dimensions of 16 ft. 6 in. length, 7 ft. width and 7 ft. 3 in. height. The hardwood floor carries two sets of rollers for the handling of crates.

The roof is domed and at the rear there is provision for a Burtonwood electrically operated stacker and loader. The remainder of the rear opening is made up with roller shutters

MULLINER Mulliners, Ltd., Bordesley Green Road, Birmingham, 8 DELIVERY van and a pick-up, both of

A DELIVERY van and a pies up, tondard 6-cwt. capacity, are shown on Standard 10 chassis. The van is of all-steel construction, with two side doors and rear freight-loading doors hung on external hinges to give maximum opening. To increase the loading space, the van is normally equipped with

a driver's seat only.

The rear panel of the pick-up is hinged to facilitate loading and sockets are provided

for hood poles on the side rails. As in the delivery van, the spare wheel is carried on the cab floor.

NEVILLE G. E. Neville and Son, Ltd., Forest Road, Mansfield, Notts

BEDFORD 7-ton long-wheelbase chassis A is shown with a dual-purpose body, for use as a pressure-discharge bulk cement carrier on a platform lorry. The tank unit is easily removable and is mounted on a light alloy tipping platform. The load is discharged by air pressure from a blower unit

driven from the gearbox power take-off.

A ferry-service container of 900-cu-ft.
capacity and designed for a 12-ton load is
shown. This is constructed from rolled alloy
extrusions and is fully weather-scaled.

Three tipping bodies are shown, of which the largest has a struck capacity of 28.6 cu. yd. It is seen on a Foden eight-wheeled cu. yd. It is seen on a rough eight-wheeled FE 6/24 chassis, with underbody hydraulic tipping gear. A 9.5-cu.-yd. body, with aluminium-alloy sub-frame, is shown on a Thornycroft Mastiff, and a 9-cu.-yd. tipper, with Pilot underbody gear, appears on a Guy

OLDLAND Stand 145 Oldland Motor Body Builders, Ltd., Oldland Common, Near Bristol OACHBUILDING in the traditional

materials of the craft is shown on this stand. Oldland have chosen the Guy Otter chassis to display their 650-cu.-ft. refrigerator van and 1,200-cu.-ft. Luton pantechnicon. A trailer with Maudslay tractive unit is also shown.

Pilot Works, Ltd., Manchester Road, Bolton PILOT

MODEL H.20 high-speed dumper gear, shown with a 12-cu.-yd. all-steel body, on an Atkinson six-wheeler, is making its first public appearance. It gives a tipping angle of 72° and has four control positions. On a Foden FE6/24 chassis the F.9 tipping

gear is mounted on the outside of the frame. The light-alloy body of 24-cu.-yd. capacity is tapered and is intended for chemicals.

An 18-ton twin-ram underbody gear and 23-cu.-yd. light-alloy end-tipping body are shown on an Albion Chieftain chassis. The body has a new stabilizer to prevent body sway over uneven ground. A 10-cu.-yd. U-shaped body lifted by 10-ton rams is seen on an A.E.C. Mercury and a 6-cu.-yd. U-shaped body with 8-ton twin-ram gear is shown on a Seddon chassis.

REALL

Reall Coachbuilders, Ltd., 470-474 Bath
Road, Cippenham, Slough
THREE widely differing types of coachwork indicate something of the versatility of the exhibitors. The largest exhibit is a 27-ft. 6-in.-long three-floor van body on a Dyson low-loading semi-trailer. It is of ash and steel construction. Exterior panel-ling is in aluminium-faced plywood, with translucent plastics panels in the roof.

Also shown is an insulated meat van on a Karrier Bantam 10-ft. 2-III.-WILLOWING chassis. This is of composite construction, Bantam 10-ft. 2-in.-wheelbase with Fibreglass insulation throughout. The interior is lined with zinc-coated steel sheet on sides and front, with aluminium roof lining.

Finally, an attractive milk-float is dis-played on the Morris J2 chassis. The body has open sides, level floor and centre gulley. The chequer-plate floor is attached to reinforced longitudinal steel channels.

REYNOLDS BOUGHTON Stand 29

Reynolds Boughton Engineering Services, Ltd., Amersham Common, Bucks THIS company's exhibit is specially developed for civil engineering, oilfield operations and so on. The basic unit is a Thames Trader 4 x 4 160-in. wheelbase with cab, on which is mounted a hydraulically controlled 4-ton U-frame body and winching equipment. The all-steel plat-form is electrically welded, at the front of which a 15,000-lb. power winch is located directly on the frame.

The two-speed and reverse drive is taken from a power take-off. The U-frame has two heavy-duty hydraulic rams controlling the movement from a 6-ft. overhang position.

ROBSON

Wm. and Thos. Robson, Ltd., 60 Farringdon Road, London, E.C.1 TWO attractive and practical bodies, on 2-ton Guy Wolf and Thornycroft Swiftsure chassis respectively, are on view. The Guy is a van, panelled outside in aluminium, with plywood interior. Dimensions overall are: Length, 18 ft. 6 in.; width, 6 ft. 9 in.; height, 9 ft.

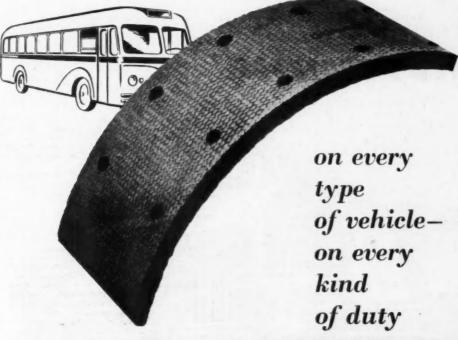
On the Thornycroft 13-ft. 6-in.-wheelbase chassis Robson have built a Luton body 22 ft. 6 in. long overall and 10 ft. 9 in, high. Exterior panelling is in aluminium-faced plywood and aluminium. The interior has

(Continued on page 329)



(Left) On Stand 116, one of the Pilot exhibits is a repeat order for 10-ton twin-ram underbody gear with 10-cu.-yd. all-steel body on an A.E.C. Mercury Mk. II chassis. All the tipping controls are located in the cab.

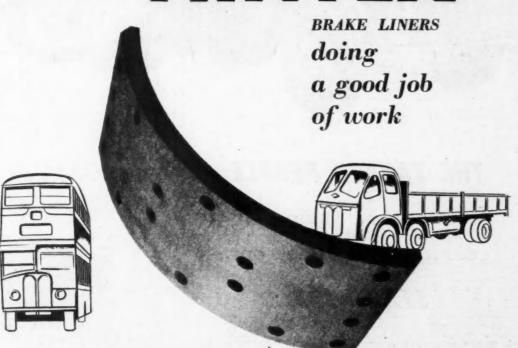






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F49

ANDREWS BROTHERS





THE TANKER PEOPLE

look forward to meeting old friends and new on

STAND 132

at the Commercial Motor Show

ANDREWS BROS. (BRISTOL) LTD., CARLTON WORKS REGENT STREET, LIVERPOOL, 3 Telephone: CENtral 0664 a flush-fitting floor and panelling close-boarded to the waist line, with slats above. The Luton compartment has a sloped V-front and the centre section of the roof is of translucent glass-fibre panelling.

SCAMMELL AND NEPHEW Stand 110 G. Scammell and Nephew, Ltd., Fashion Street, London, E.1

LARGE-CAPACITY road tanker with A Dunlop air suspension for the rear axles of tractor and semi-trailer is of exceptional interest. The tractor is a Guy, with Carri-more running gear and Steel Barrel tank. The total laden weight of the unit is less than

20 tons. Petrol capacity is 4,000 gal.

The stepped tank has five 800-gal, compartments, each with a 16-in. man-hole. Two 2-in, outlet faucets are provided on the near side The axle is attached to the tank by long trailing arms, the front ends of which mounted in rubber-to-metal-bonded bushes and the rear have diaphragm air springs.

There is also a Luton van based on an Austin 3-ton chassis. The hardwood body with aluminium-faced plywood exterior panels is 15 ft. 4 in. long, 7 ft. wide and 7 ft. 6 in. high. The radiused roof has a canvas top, and the front and sides of the Luton are brought low over the cab.

SPARSHATT J. H. Sparshatt and Sons, Ltd., London Road, Portsmouth

A 1,500-GAL, oil tanker is based on a Commer 7-ton chassis. The equipment includes a meter with pre-setting device and automatic hose retraction, hose reel and ticket printer.

A Luton body with swept front glass-fibre panelled cab is seen on an Austin 5-ton forward-control chassis. The body is framed in hardwood with aluminium-faced plywood panelling. The cab accommodates driver and five additional persons on a bench seat.

A Dennis 30-cwt, chassis is the basis of a delivery van with a special compartment for dry-cleaned goods. Special features include sliding doors pivoting up into the roof.

A refrigerated "container-in body," van on a Dodge 2-3-ton chassis is of unusual interest. The 400-cu.-ft. container is installed within the outer body and is of folded-panel frameless construction, reducing conductivity to a minimum. Rear access is through a super-freeze door with airlock.

SPENBOROUGH Spenborough Engineering Co., Ltd., Union Road, Heckmondwike, Yorks

ATEST development from these known hydraulic engineers is the Model UPT1700 twin-ram underbody tipping gear of 12-ton capacity, shown on a B.M.C. 7-ton 12-ft. 6-in.-wheelbase chassis. The gear gives a lift of 6 ft. 3 in. and 53° angle of tip.

Another heavy-duty tipping gear, the UPT1400, is shown in conjunction with a U-shaped all-steel body on a Commer 7-ton chassis with 9-ft. 7-in. wheelbase. This twostage gear has a capacity of 10-12 tons, and the 10-gauge body is of 6-cu.-yd. capacity. Similar hydraulic arrangements, but with three-stage operation, are exhibited on a Dodge 7-ton chassis with Primrose third axle, The wood and steel tipping body has a 53°

An Atkinson 644 with glass-fibre cab and light-alloy fixed-sided tipping body is also seen with EPT1400 front-end tipping gear. This body is of 12-cu.-yd. capacity

SPURLING Stand 69 Spurling Motor Bodies, Ltd., The Hyde, London, N.W.9

BOX body on a Bedford 4-ton chassis is A of composite construction, with hardwood frame and aluminium-faced plywood panels to the exterior. The roof domes are in light alloy and there is a Perspex light midway on each side of the roof.

A body on a Scammell 6-ton drop-frame semi-trailer with Bedford tractor is also a composite structure. The two-level floor is of Dekaloy, and the roof has a glass-fibre

A Thornveroft Swiftsure is the basis of a double-drop-sided body of aluminium-alloy extrusions Centre and rear panels are detachable for conversion to a platform body

Spurling also show a cut-away example of their all-metal bodywork. This is suitable for a 25-35-cwt, chassis and has a panoramic

STEEL BARREL The Steel Barrel Co., Ltd., Phoenix Works, Uxbridge, Middx

THE Super Pluto 6,000-gal. aircraft fueller is seen with Foden tractor and Carrimore running gear. The fueller is designed to deliver at the rate of 700 g.p.m., over or under the wing. Two Pegson 4-in. centrifugal pumps are located on each side of the semitrailer, and two hose reels can each stow 105 ft. of 2-in. delivery hose.

is removed from aircraft by two Fuel Varley DH.20 pumps. The drive to pumps and hose reels is hydraulic, and is controlled from a panel at the rear of the vehicle.

Steel Barrel also exhibit a 4,000-gal. elliptical tank of six compartments on an Albion Caledonian chassis, and a 2,000-gal, tank on an A.E.C. Mercury.

TELEHOIST Telehoist, Ltd., Manor Road, Cheltenham
MUCH of the tipping gear exhibited is
cither new or developed from models
introduced at the 1956 Commercial Motor Show. In the former category are the T.W.5H/D three-way underbody gear designed for 7-ton chassis and the S.L.7 underbody slant-type gear on a Dodge.

Developed versions include the Telelever link-type gear with single extension ram and

compound linkage giving power return from

THOMPSON Stand 107 Thompson Brothers (Bilston), Ltd.,

Bilston, Staffs

HERE is to be seen a 2,100-gal. frameless light-alloy articulated tanker on an airsprung bogie, suitable for 8-10-ton tractors with fifth-wheel coupling. A 4,000-gal. stain-less-steel (all-products) tanker is also based on a Leyland Octopus.

A Karrier Bantam chassis is shown with a special-product aircraft-fueller tank. unit is broken down into two tanks of 150gal, capacity, for lubricating oil and watermethanol respectively, and a third, of 50-gal., for de-icing fluid.

UNIVERSITY University Commercials and Coachwork, Ltd., 99-117 Boston Road, London, W.7 FIXED-SIDED end-tipping 7-cu.-y

A body with Telehoist Telelever L.K.L. underbody gear on a Dodge chassis is 11 ft. long, 6 ft. 101 in. wide, 2 ft. 61 in. high construction is based on a hardwood frame with steel reinforcements.

An 18-ft, double-drop-sided truck body is exhibited on a Dodge 3126R chassis. This, too, is of composite construction, with front, tailboard and sides of 1-in. planking.

University also show a van body, of approximately 600 cu. ft. capacity, on a Morris forward-control 5-tonner.

WALKER Stand 102 B. Walker and Son, Ltd., 1 Gammons Lane, Watford

TWO pantechnicon bodies of welded con-struction are shown on Austin 30-cwt. and Thames 3-ton chassis. The smaller vehicle has a capacity of 520 cu. ft. framework is built up from rolled-steel

channel and hardwood, with the exterior sheet panelling protected internally by spaced battens. The Luton extension measures 4 ft. by 3 ft. and is carried on channel bearers.

The 3-tonner has a capacity of 870 cu. ft. and is panelled in aluminium-faced plywood. The roof is of steel with a full-length translucent plastics centre panel. The Luton extension is 4 ft. 6 in. long and 3 ft. 3 in. high, and at the rear there is a 3-ft. tailboard.

WESTON Weston Works (Birmingham), Ltd.

Weston Lane, Greet, Birmingham, 11 HE type 85MD front-of-body tipp tipping THE type some from Leyland chassis, is a new development. Octopus It has a large-diameter four-stage extension Under maximum loading, stability is ensured by a heavy-duty all-welded rectangular folding stabilizer that relieves the ram of and controls side movement of the body.

Also shown are a twin-ram underbody tipping gear on a Thornycroft RG/CR6 with all-steel body, a twin slant-ram underbody gear for a short-wheelbase Bedford and a single-ram front-of-body gear on a Dodge forward-control truck with Homalloy body.

Stand 32 WOOD HOISTS Wood Hoists, Ltd., 264 Goldhawk Road, London, W.12

HEAVY-DUTY tipper on a Thornycroft A Model PK/QR6 chassis and cab unit has Wood Model 5LNX/9 end-tipping gear with twin vertical rams for front-of-body mounting. The cab controls give "tip," "hold "and lower" positions; the power unit is a combined nine-cylindered swashplate pump and power take-off. Load capacity of the gear is 15-18 tons.

The 27-cu.-yd. rectangular body is of allsteel construction. The combined floor and cross-bearer panels, as well as the super-structure, are of 1-in. steel plate. The detachable taildoor is hinged from the top and is provided with a quick-release locking

YORKSHIRE ENGINEERING Stand 127
Vorkshire Engineering and Welding Yorkshire Engineering and Welding (Bradford), Ltd., Bradford Road, Idle,

AN ALL-STEEL 4,000-gal. tank can be seen here on a Guy Invincible chassis. The exhibit is unusual in that the tank is a dual-purpose unit, suitable for petroleum spirit and/or lubricating oil. It has five compartments and is lined with Epikote.

A 6,600-gal. oil tanker on York running

gear is also shown. This is a double-compartment tank and is of all-steel construction.

Passenger

WALTER ALEXANDER Walter Alexander and Co. (Conch-builders), Ltd., 63 Drip Road, Stirling

ONE of the most interesting passenger vehicles in the Show is the 78-seat rearengined Leyland Atlantean. The Alexander body is of all-metal construction. Sides, rear frame, upper and lower-saloon roofs are jig-assembled for easy replacement. The two-stream platform is at the front, with the spiral staircase behind the driver.

There are recirculating and fresh-air heaters on both decks and the driver's compartment is equipped with a Clayton demister. The interior roofs of both saloons are finished in Darvic p.v.c. bonded to lightalloy panels. The side casing panels are also plastics covered. The seats are filled with Dunlopillo, with moquette and leather uphol-

(Continued on page 330)

BURLINGHAM H. V. Burlingham, Ltd., Preston New

Road, Blackpool
THE New Seagull is a 44-cwt. 41-seat allmetal coach body and is seen on the Commer Avenger chassis. The lightweight seating is designed to give the maximum forward vision: the cushions are rubber, with moquette and Vynide upholstery. The front entrance has a sliding door and the double sliding windows of toughened glass have aluminium-alloy frames. Two Perspex lift-up panels are located in the roof, as are four air extractors

A Mark VII Seagull, of broadly similar design, is shown on a Leyland Tiger Cub

chassis

The Maudslay Reliance 45-seat coach body weighs 38 cwt., and has service-type seating on tubular frames. The interior trim is enamelled; with plastics as an alternative, and safety glass is fitted throughout.

A 68-seat double-deck body is seen on a Guy chassis. It is of stressed-skin construcwith steel framework for the lower saloon and light alloy for the upper. The front entrance door is a single sliding panel and the staircase is behind the driver. Tubular seating is provided and many of the interior fittings and mouldings anodized aluminium.

coaches are shown as a separate exhibit with

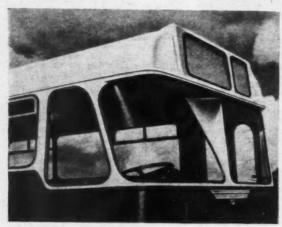
glider-type doors, manually controlled.

A metal-framed 45-seat bus body is shown on a Maudslay chassis. This has poweroperated sliding doors and a rear emergency door on the off side. The windscreen is wrapped round on the off side and there are two fixed plastics roof lights.

ventilators, with an air intake at the front and punkah louvres in the bulkhead. Three Clayton Dewandre under-seat recirculatory heaters and a Smith's demister are installed.

The 37-seater for Creamline Motor Services (Bordon), Ltd., follows the same general all-metal design and is of similar Ventilation is by two three-way





(Above) A Northern Counties-Guy 73-seater on Stand 47. The metal-framed body is built to maximum dimensions. (Left) Fullest visibility is claimed for this Duple arrange-ment of wrap-round off-side and flat near side screens on their bus bodywork (Stand 43). It has enabled the off-side pillar to be re-sited to advantage. (Below) This Harrington 41-seat coach body (Stand 35) on an A.E.C. Reliance chassis has a metal frame and plastics front. uplift ducts in the roof and there are three Clayton Dewandre heating and demisting Insulation of roof and engine traps is by slabs of resin-bonded Fibreglass.

KENEX Kenex Coachwork, Ltd., 54 Castle Street, Dover

SPECIALISTS in conversion coachwork, Kenex are showing their standard Bedford 12-seat brake and two examples of 12-seat coaches based on Thames and Austin 152 chassis respectively.

The Kenebrake has two rows of three forward-facing seats (including the driver's), with two banks of double seats facing inwards behind them. They are of tubular steel, upholstered in latex foam and trimmed with Armoride p.v.c. material. The large windows are mounted in rubber with plastics inserts, and have sliding sections at the rear.

A common layout is followed in the design of both the Thames and Austin

Duple Motor Bodies, Ltd., and Duple Motor Bodies (Midland), Ltd., The Hyde, London, N.W.9

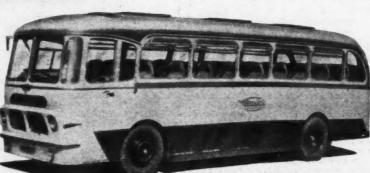
THREE luxury coaches, based on A.E.C. Reliance, Bedford S.B.3 and Commer Avenger chassis, take full advantage of recent regulations, particularly regarding fixed windscreens.

The Britannia 41-seater on the A.E.C. chassis is of composite, front-entrance construction. The passenger door can be of coach or bus type. Rear visibility has been improved by the adoption of larger quarter lights and a wider window.

In general, similar design features are employed in the 37-seat Super Vega-Bedford. The windows are of full-drop pattern, the roof quarters are of glass and there is an exterior sun visor.

The oil-engined Commer Avenger is a 41-seater, built for Greatrex Motor Coaches, Ltd. The roof quarters are panelled, with glazed centre sections, the windows are of top slider type, and radio and speech amplification is provided.

On stand 43 a Leyland Tiger Cub chassis displays the Donington 41-seat metal-framed coach body. The door opens inwards and the roof is largely glazed. The alternative front ends of the Donington and Britannia

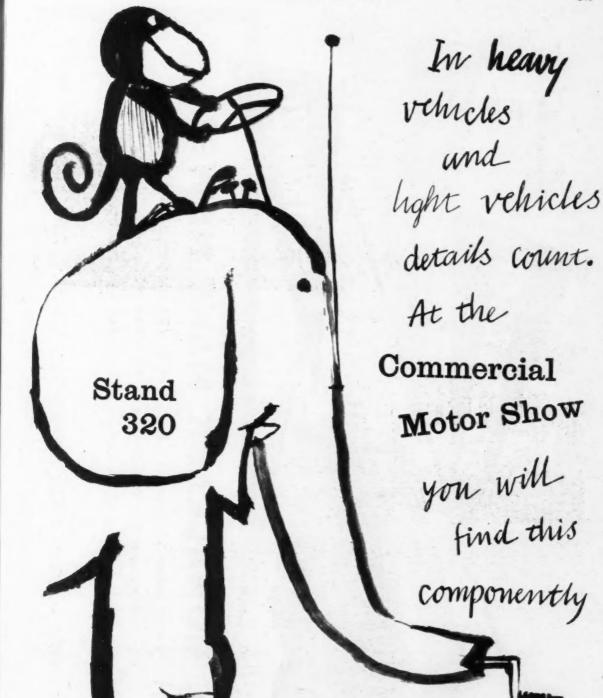


HARRINGTON Stand 35 Thomas Harrington, Ltd., Old Shoreham Road, Hove, Sussex WO examples of luxury coachwork on

TWO. A.E.C. Reliance chassis are shown.
That in the livery of Maidstone and District Motor Services, Ltd., is a 30-ft. 41-seater weighing 6½ tons. Distinctive features include excellent all-round visibility from all seats and the attention paid to heating and ventilation. There are three uplift roof Kenecoaches. Each accommodates the driver and 11 fare-paying passengers, one of whom shares the cab.

Marshall Motor Bodies, Ltd., Cambridge

"HE " semi-utility " Busette is a purchasetax-free conversion of the Bedford 10-12-cwt. van and offers seating for 12 passengers, including the driver. Six seats, (Continued on page 331)



demonstrated by

WILMOT BREEDEN

IS GUARANTEED

BONALLACK

STAND 26

BONALLACK MAKE NEWS!

- WITH A 4000 gallon 7-compartment Spirit Tank with double-flanged bulkheads
- An entirely new Bulk Cement Cylinder for blown discharge
- Three different examples of superb Aluminium Alloy goods bodies

BONALLACK & SONS LTD., NEVENDON WORKS, BASILDON, ESSEX

upholstered in foam rubber and p.v.c., face forward, in two banks of three. Six more, with timber slats, face inwards at the rear. Tipping seats facilitate movement between front and rear.

. The deep safety-glass windows are mounted in polished light-alloy frames, with oak on the inner faces. The floor is linoleum-covered, and polished light-alloy kicking panels cover the front wing shields and engine cowling.

MARTIN WALTER Stand 55 Martin Walter, Ltd., 145-147 Sandgate Road, Folkestone

THE Utilabus conversion of the Bedford light van complies with the latest regulations as a public service vehicle and is free from purchase tax. It seats 12 adults, including the driver, and has heavy-duty tyres and springs to carry weights up to 15 cwt.

One passenger is scated beside the driver, the remainder being accommodated on two inward-facing bench seats. The spring cases have foam overlays and are trimmed in a washable p.v.c. cloth. Added headroom has been provided by a raised roof of translucent reinforced glass-fibre.

MULLINER Stand 36 Mulliners, Ltd., Bordesley Green Road, Birmingham, 8

MAKING their first appearance in the luxury coach field, Mulliners introduce a 41-seat lightweight body on a Guy Warrior L.U.F. chassis. The construction is largely of aluminium-alloy extrusions, with aluminium panelling to waist height, both inside and out. Front and rear portions of the roof are Perspex panels, with a Fibreglass one-piece moulding forming the centre section

A deep wrap-round windscreen and four headlights, arranged horizontally, give a distinctive appearance to the frontal treatment, which is matched by the glazed rear quarters and lighting arrangement.

A swing-slide forward entrance door is fitted with a device making it impossible to open when the vehicle is in motion.

An all-steel 39-seat service bus on a Leyland Tiger Cub is also shown, constructed to the requirements of West Bromwich Corporation.

NORTHERN COUNTIES Stand 47 Northern Counties Motor and Engineering Co., Ltd., Wigan

A 69-SEAT double-decker on a Daimler chassis is shown in the livery of Potteries Motor Traction. The front-entrance body has a steel-framed lower saloon, with aluminium alloy above. The double folding

and sliding doors are electrically controlled by the driver and can be rapidly removed.

A rear-entrance double-decker is based on a Dennis Loline chassis. This has an overall height of 13 ft. 5 in. and seats 67 passengers. Twin heating-ventilating radiators are located at the front of the upper saloon.

A metal-framed rear-entrance double-deck body is displayed on a Guy Arab chassis. Constructed to the requirements of Lancashire United Transport, the bus accommodates 73 passengers. The seats are trimmed in moquette and leather, and front and rear bulkheads are faced with Formica.

PARK ROYAL Stand 89 Park Royal Vehicles, Ltd., Abbey Road, London, N.W.10.

THE A.E.C. Routemaster double-decker, designed to replace London's trolley-buses, is a 64-seater of chassisless construction and incorporates easily replaceable aluminium panelling. The structure is jigassembled and many parts are interchangeable. Both saloons have the benefit of a heater system, controlled by the conductor via the engine cooling system. Seating upholstery is largely of plastics materials, and reinforced plastics mouldings are used for bonnet top, rear emergency exit frame, ticket box and so on.

Park Royal also show a 72-seat double-decker of conventional design for the East Kent Road Car Co., Ltd. The structure embodies aluminium and steel sections. The front sliding door is air-operated and a spiral staircase serves the 41-seat upper saloon.

PLAXTON Stand 48 Plaxtons (Scarborough), Ltd., Seamer

Road, Scarborough

TAKING advantage of recent legal concessions, Plaxtons have re-styled their coach bodies to incorporate large, fixed.

wrap-round windscreens. The new Consort IV is a 41-seater, with alloy-composite construction and certain plastics components, notably in the roof. The exterior panelling is in aluminium, except for the roof, which embodies a large Perspex panel. Luxury seating is provided, and interior trim makes use of wood mouldings and plastics.

The Panorama 36-seat long-distance coach

The Panorama 36-seat long-distance coach has been modified in small details since its introduction earlier this year. The door now opens inwards and a fixed, wrap-round windscreen has been adopted. Amenities include pressurized ventilation, a rear canteen and a cocktail cabinet.

Plaxtons also show a 45-seat single-deck service bus. This is of the front-entrance type, the doors being controlled by the driver. Equipment includes Perspex roof ventilators, two under-seat heaters and motorized roll-ticket register.

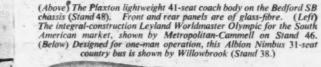
ROE Stand 90 Charles H. Roe, Ltd., Crossgates

Carriage Works, Leeds
A 71-SEAT rear-entrance double-deck body is shown on a Leyland PD3 chassis in the livery of Leeds Transport Department. Of composite construction, the body is of teak for the lower framework and aluminium sections for the upper. The staircase has two passing platforms and a coat-hanging compartment.

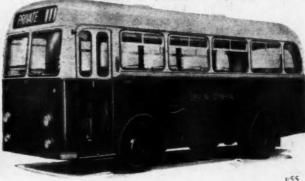
The Dalesman Mark IV 43-seat coach body is shown on a Maudslay Reliance chassis. Framework is of hardwood, reinforced with steel and aluminium-alloy sections. The seats have foam-rubber cushions, squabs and headrolls, upholstered in Vynide and moquette. Interior window finishers and side and front lining panels are in Formica. There are two heating units and four roof ventilators.

(Continued on page 332)









WALKER Stand 102 B. Walker and Son, Ltd., 1 Gammons Lane, Walford, Herts

A 12-SEAT bus based on a Karrier oilengined chassis is an addition to the
Walker range. Conforming with current
regulations, the body has sliding doors at the
front and an emergency door in the rear
panel. All seats face forward and are of
tubular framework with foam-rubber
cushions and rubberized-hair squabs covered
in p.v.c. cloth.

The Grosvenor 12-seat personnel carrier is a purchase-tax-free conversion of the Bedford CA van. Attractively trimmed, the vehicle has polished aluminium-alloy window frames, two-tone upholstery, pile carpeting and oak-faced finishers. There is a side entrance step to the near-side door and a

folding rear step.

WEYMANN Stand 45 METROPOLITAN-CAMMELL Stand 46

Metropolitan-Cammell Weymann, Ltd., Vickers House, Broadway, London, S.W.1

On the Weymann stand a Leyland Atlantean rear-engined double-decker is shown as a 73-seater. In the colours of Maidstone and District Motor Services, Ltd., the bus has M.C.W. all-metal framework, in which steel and aluminium units are used. Resin-bonded glass-fibre forms the front and rear domes. The windscreen has a single fixed panel of laminated safety glass. The other windows are of toughened glass. The front double jack-knife doors are electrically controlled by the driver. Unladen height is 13 ft. 4 in.

Weymann also exhibit a chassisless 41-seat Olympian semi-coach with Leyland Tiger Cub running units (see page 304).

Metropolitan-Cammell have a normalheight Atlantean double-decker, and a 35-ft. Olympic chassis-less 44-seater, incorporating Leyland Worldmaster mechanical units, built for the South American market (see page 304).

WILLOWBROOK Stand 38 Willowbrook, Ltd., Derby Road, Loughborough

AT Earls Court Willowbrook introduce a 70-seat low-height body on a Dennis Loline chassis. The vehicle has dimensions of 30 ft. by 8 ft. and is 13 ft. 7 in. high. The front entrance has air-operated sliding doors and the staircase is of the two-landing type. Features of importance include level floors and wide gangways in both saloons.

floors and wide gangways in both saloons.

On an A.E.C. Reliance chassis, a 43-seat express-service body is shown with metal framing and plastics front, rear end and wheel-arches. Equipment includes power-operated doors, heating and demisting units, full-length parcels racks and luxurious seating.

A country-service 31-seat bus is shown on an Albion Nimbus chassis. Of lightweight, all-metal construction, the vehicle is intended for one-man operation. The entrance door is manually controlled by the driver.

YEATES Stand 42 W. S. Yeates, Ltd., Derby Road, Loughborough

THE Europa coach was introduced at the Commercial Motor Show of 1956 and three versions of the latest type are shown. The chassis chosen are Bedford SB, Commer Avenger and Maudslay Reliance, and all are 41-scaters.

The coaches are notable for their "contemporary" appearance. Much good use has been made of aluminium sections and wide window areas. Coloured Perspex panelling is incorporated in the roof construction. The style of seat trimming has been simplified to improve both appearance and comfort.

Ambulances

APPLEYARD Stand 113 Appleyard of Leeds, Ltd., North Street, Leeds, 7

A NEWCOMER to the Appleyard ambulance range is the lightweight model derived from the Morris Oxford. It is expected to meet a large demand in industry and as an emergency vehicle for hospitals.

and as an emergency vehicle for hospitals. Interior panelling is in washable plastics-faced hardboard with polished hardwood mouldings. The floor is covered in linoleum. Morris stretcher gear, modified by Appleyard, with automatic raising and lowering action, is located on the near side. The off side is provided with a five-passenger bench seat that can be converted into an emergency stretcher platform by a single movement.

KENNINGS Stand 79 Kennings, Ltd., Gladstone Buildings, Clay Crosz, Derbyshire

A LUMINIUM and plastics are widely used in the Morris LD1 ambulance with 8-ft. 7-in. wheelbase and 15-ft. 10-in. overall length. The framework, including the floor, so of light alloy and the exterior panelling, roof and doors are of resin-bonded Fibreglass. The double-panelled bulkhead behind the driver is aluminium and carries a full-width sliding window.

On the near side there is a single M.C.C. low-loading stretcher with Dunlopillo bed, and a full-length seat locker occupies the

opposite wall.

LOMAS Stand 117 Herbert Lomas, Ltd., Handforth, Wilmslow, Cheshire

FOUR ambulances on Thames, Austin, Karrier and Bedford chassis are seen here. Both the Thames 15-cwt. and Austin 152 chassis carry Lomas Junior bodies with two-stretcher equipment and certain optional extra equipment. The Austin version has been built for Denbighshire County Council.

Somerset County Council have ordered the Type B general-purpose ambulance on the Karrier 10-ft. 3-in-wheelbase chassis. This model provides for a special forward-sitting patient. The interior layout is to a standard Lomas specification, with a number of additional features required by the purchasers.

WADHAM Stand 50 Wadham Brothers (Coachbuilders), Ltd., Waterlooville, Hants

WADHAM'S have extended the use of polyester resins to the construction of the whole of the ambulance body shown on a Morris LD chassis. The strength and rigidity of metal construction have been retained by using a double-skin technique, with moulded metal inserts for location and fixing. A large wrap-round windscreen gives excellent visibility, and interior light is improved by an unpainted centre section in the roof moulding.

Aluminium panelling is used extensively inside the ambulance, and particular care has been taken to avoid dirt-traps. Lockers are provided at convenient points without interfering with working space. There is

one self-elevating foam bed.



(Above) The Lomas Junior two-stretcher ambulance, with optional equipment, on an Austin 152 chassis (Stand 117). (Below) Kennings Morris LD1 ambulance (Stand 79) has aluminium framework and glass-fibre exterior panelling.



The Demonstration Park

Britain's Most Advanced Models

(Left) The integrally constructed Bridge-master 68-seater now has rear air suspension, the new A.E.C. AV 590 engine and a four-speed synchromesh gearbox. It is manufactured by Park Royal.

Quick to appreciate the advantages of air suspension for passenger vehicles, A.C.V. incorporate this feature in two of their demonstration models. One is a Reliance bus chassis with this form of C. suspension for both axles, employing triple-convolution air bellows.

In each case the axles are located by leading and trailing links and transverse Panhard rods. A conventionally sprung Reliance is shown and a complete Regent Mk. V also employs leaf springing.

The integrally constructed Bridgemaster manufactured by Park Royal now has air springs at the rear as standard equipment. These replace the helical coil springs formerly used for the trailing-arm suspension.

A surprise exhibit by Maudslay is an air-sprung version of their Mercury 12-ton goods chassis. It incorporates a similar suspension layout to that used for the air-sprung A.E.C. Reliance. Also to be seen is a prototype Matador 4 x 4 chassis.

Another unexpected vehicle is a Thornycroft Mastiff 14-tonner with air suspension for both axles. At the front a combination of conventional leaf-springs and twin air bellows is used, the semi-elliptic springs locating the axle, whilst the bellows act mainly as progressive helper units. The rear axle is carried on radius arms with two bellows as the suspension medium.

The Daimler CSG 6-30 doubledecker chassis has a Gardner 6LW oil engine and a David Brown fourspeed gearbox with Porsche synchronizers for all forward gears. It is suitable for a 30-ft-long 74passenger body.

VISITORS to Earls Court who have planned a day's browsing round the stands will not have seen all the Commercial Motor Show has to offer without an inspection of the demonstration park. It should not be thought that the vehicles are merely tank-filled replicas of the stand exihibits; in most cases, the demonstrators are also making their first public appearance, although in less exotic surroundings.

3 1 1 1 1 1 1

With a continuing trend towards the use of articulated vehicles for trunk haulage, the Foden tractor and Dyson semi-trailer shown probably represent, by virtue of their advanced specifications, the long-distance vehicle of five years hence.

The motive unit is the Foden KETU 6/25 tractor, which is fully described on pages 289-290. It has the uprated Foden two-stroke supercharged oil engine, now known as the FD6 Mark III, producing 150 b.h.p., combined with a four-speed constant-mesh gearbox.

Front suspension is a combination of conventional leaf springs and twin two-convolution air bellows giving a

frequency of 100 c.p.m. At the rear, suspension is by trailing radius arms and 12-in.-diameter two-convolution air bellows alone.

Dunlop disc brakes are fitted on all wheels, with calliper operation by an air-hydraulic system. The hand brake takes effect on a separate disc incorporated in the transmission.

The Dyson semi-trailer is a platform model of 17-ton capacity with a tandemaxle bogic using twin 66-in-long two-convolution air bellows mounted above surge tanks of a similar length to which the axles are clamped.

Whilst the Foden-Dyson outfit is the most advanced goods vehicle on show, the Guy underfloor-engined coach chassis, also to be seen in the park, represents the present ultimate in passenger-vehicle design in this country. It is the domestic version of the export chassis appearing

on the Guy stand inside the hall, having a 16-ft. 4-in, wheelbase and a constant frame height at the rear of 2 ft. 11 in.

The underfloor oil engine is an 11.1litre horizontal unit producing 150 b.h.p. at 2,000 r.p.m., driving an underslung worm rear axle of 8½-in. centres through a fully automatic version of the Guy fivespeed epicyclic gearbox.

All wheels have air suspension. Those at the front are independently suspended by wishbones with Firestone rolling-diaphragm air bags and telescopic dampers, whilst four similar air bellows are used for the rear axle, which is located by radius arms and Panhard rods.

Girling calliper disc brakes on all wheels are operated by a hydraulic system with air-pressure assistance.

Daimler have two exhibits. A CVG 6-30 double-deck bus has Willowbrook 74-seat bodywork, a Gardner 6LW engine and the Diamatic four-speed semi-automatic transmission with electro-pneumatic control by a switch to the left of the steering column.

Synchromesh engagement of all four forward gears is provided on the CSG 6-30 chassis shown with a David Brown SP450 gearbox with Porsche synchronizers. The engine of this chassis is also a Gardner 6LW and a feature of both vehicles is the use of nylon piping for all fuel and automatic lubrication lines.

The E.R.F. demonstrator was to have been the 54G disc-braked dumper, but this vehicle has been moved inside and its place in the park is taken by the new 56GSF 12½-ton semi-forward-control six-wheeler. It has been designed to give more room in the cab without losing too

F57

much body space and was described in The Commercial Motor on August 29. It has a 17-ft. 5-in. wheelbase and a

22-ft.-long body. The engine is a Gardner 5LW, driving an Eaton 18800 two-speed axle through a five-speed synchromesh gearbox

An Atkinson 8-tonner with air suspension for both axles is a last-minute entry. Dunlop air bellows are used and axle location is by radius arms. Two 24-ton gross-train-weight tractors, also shown by this manufacturer, have Gardner 6LX oil engines.

Scammell Lorries have five outside exhibits. Two of these are four-wheeled tractors-Leyland Comet and Commerfitted with their new Mark II automatic interchangeable coupling gear. A vacuum servo operates the semi-trailer release mechanism and vacuum actuation is provided for the semi-trailer hand brake.

The Leyland tractor is coupled to an 11-ton semi-trailer with a 20-ft.-long platform, whilst the Commer is shown with a 25-ft.-long drop-sided model, both the semi-trailers being of Scammell manufacture.

Two complete articulated wheelers incorporating Highwayman tractor units are also shown. One Highwayman has the Leyland O.680 oil engine driving a spiral-bevel epicyclic-reduction rear axle with an overall ratio of 10.25 to I through a six-speed constant-mesh gearbox.

It is coupled to a 25-ton low-loading

machinery semi-trailer which has a 20-ft.long well. The other Highwayman, which is powered by a Gardner 6LW 112 b.h.p. oil engine, has a similar gearbox and a rear axle with a reduction ratio of 9.4 to 1. It is seen with a 3,300-gal. frameless tar tanker semi-trailer.

Seating 58 passengers, a semi-trailer coach exhibited by the British Trailer Co., Ltd., has their Airflow Mk. II air suspension for its single axle.

Other chassis manufacturers have duplicates of the vehicles appearing on their stands available for demonstration, whilst numerous exhibits are staged by bodybuilders. Harringtons, for example, are showing on an A.E.C. Mandator chassis a 26-seat body designed specially for the London-India express service operated by Garrow-Fisher Tours, Ltd. The coach is fully air-conditioned and has a kitchen at the rear.

Two examples of their Europa 41-seat coach body are shown by W. S. Yeates, These are somewhat simplified versions of the bodies first introduced two years ago. The modifications affect the frontal aspect, using a fixed windscreen, and the seating, now tubularframed.

The new Burlingham Seagull 41-seat lightweight coach body is displayed on a Bedford chassis. Particular attention has been paid to ventilation, visibility and the seating comfort of passengers and driver.

A new Super Vista 29-seat coach body

is shown by Duple on a Bedford chassis. The specification follows that of the 41-seat models and provides the same degree of comfort and elegance of line.

Plaxtons are showing Leyland Cub and A.E.C. Reliance versions of their Consort IV coach. This new design embodies a large curved windscreen, timber, aluminium and plastics construction, and a high degree of comfort.

Mann Egerton have a fully equipped recovery vehicle on the Austin Gipsy chassis, complete with 2-ton crane mounted on a sub-frame. They also show an insulated conversion of the Thames 15-cwt. van, with timber framework and 4 in. of insulation.

Built to carry Lyons ice-cream, a 15-ton tandem-axle trailer chassis is shown with a Duramin insulated body. Continuously refrigerated by Frigidaire equipment, the body, with its 6-in. insulation, will hold the load at 0° F.

Pilot Works show for the first time a 12-ton twin-ram underbody tipping gear, with stabilizer, on a Leyland Comet with Hendrickson third axle. The 16-cu.-vd. end-tipping body is of light alloy.

The special requirements of the

clothing industry are met in the gown van shown by Spurlings on a Bedford 12-cwt, chassis. The body, hardwoodframed and panelled in aluminium, offers an interior height of 5 ft. 9 in. and length of 7 ft. Three longitudinal rails are mounted in the roof and the rear doors have Yale locks.

An Articulated Land-Rover

N addition to the exhibits on their stand at the Commercial Motor Show, the Rover Co., Ltd., are holding a display of Land-Rovers with associated equipment in their service depot at Seagrave Road, London, S.W.6, from September 26-October 4. This private exhibition (admission free) is open from 10 a.m. to p.m. daily.

Yet another use for the Land-Rover is demonstrated by an 88-in,-wheelbase coupled to a Dixon-Bate low-loading semi-trailer to form a cross-country articulated outfit. The semi-trailer, which has a carrying capacity of 33 cwt., has a wooden platform body.

It is mounted on 7.50 by 16-in. (8-piy) tyres, the wheels and tyres being inter-changeable with those of the prime mover. Independent suspension for the semi-trailer wheels is provided by Flexitor

trailing-arm rubber-in-torsion units. This system affords a loading height of 1 ft. 9½ in. unladen.

The semi-trailer frame is of all-welded construction and is deeply stepped to give a level platform. It is made up of channel-section side members and tubular cross-members. The swan-neck drawbar gives maximum articulation over rough ground. Girling hydraulic brakes are directly connected to the Land-Rover braking system by a Jacobi self-sealing quick-action coupling.

The Land-Rover, which has a threeseat cab, is fitted with an 18-in.-diameter fifth wheel on a universal mounting. When the semi-trailer is disconnected, an all-steel truck body may quickly be fitted.

Novel to this country, but widely used in the U.S.A., where it is manufactured by the Fre-Lock Corporation, is a freewheeling hub. It is to be produced in this country specially for the Land-Rover by the Barton Motor Co., Ltd., Plymouth.

Fitted to the front wheels of fourwheel-drive vehicles the hub allows them to rotate freely when front-wheel drive is not engaged. This reduces wear on the front-axle assembly and drive shafts, whilst reducing transmission whine and improving fuel economy by 1-2 m.p.g. when applied to the Land-Royer.

Several complete, specially equipped vehicles are included in the display, which also contains a host of power-takeoff-operated devices ranging from chain saws to crop sprayers.



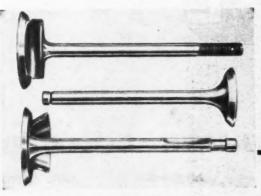
This Dixon-Bate 33-cwt. semi-trailer for use with the Land-Rover has Flexitor rubber suspension.

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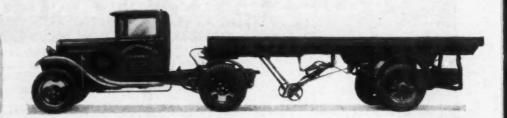
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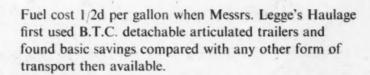
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LIGHTNING GUIDE

AXLES
266A—Alford and Alder (Engineers) 96M-Allard Motor Co., Ltd. (De Dion conversions,) 372HL—Automotive Products Co.,

Ltd. 416N—Beans Industries, Ltd. (Front.)
265A—Bramber Engineering Co.,
Ltd. (For trailers.)
436R—Eaton Axles, Ltd.
354G—E,N.V. Engineering Co.,

420M-M. O. Harper, Ltd. (For ont-wheel drive.) 439QR—Kirkstall Forge Engineer-

1930 Mack Trucks (Brita'n), Ltd. (415N – Mack Trucks (Brita'n), Ltd. (Also spares for Mack vehicles.) 2340 – Moss Gear Co., Ltd. 412N – National Steel Foundry (1910) Ltd. (1914), Ltd. 414N-Rc Regent Axle Co., Ltd.

(Shafts.)
223O—Rubery, Owen and Co., Ltd.
385L—Salisbury Transmission, Ltd.
216P—Smith's Stamping Works
(Coventry), Ltd. (Shafts.)
365HM—John Thompson Motor
Pressings, Ltd. (Casings.)
350FM—Walker Steel Works, Ltd. (Shafts.)

BALL JOINTS 266A-Alford and Alder (Engineers), Ltd. 372HL—Automotive Products Co., 360L-*Edmunds, Walker and Co. Ltd

BEARINGS (BALL AND ROLLER) 360L—*Edmunds Walker and Co., I td.

BEARINGS (PLAIN) 2170—Anti-Attrition Metal Metal Co. 163SV-*Brown Brothers, Ltd. 277AB—Dualloys, Ltd. 360L—*Edmunds Walker and Co.,

id. 2250—Glacier Metal Co., Ltd. 2530—John Holroyd and Co., Ltd. 2320—Hoyt Metal Co. of Great Britain, Ltd. 194PY— Kerry's (Great Britain),

BOGIES 439QR-Kirkstall Forge Engineer-

439(R—KIRSIAII FORCE Engineering, Ltd.

BOLTS, NUTS, SCREWS, RIVETS,
STUDS, PINS, WASHERS, ETC.
2220—Armstrong Patents Co., Ltd.
(Heli-Coil thread inserts.)
331EM—British Piston Ring Co.,
Ltd. (Dowel pins.)
316DM—Cooper's Mechanical Joints,
Ltd. (Copper and asbestos washers.)
368HO—Guest, Keen and Nettfolds (Midlands), Ltd.
319EM—C. Lindley and Co., Ltd.
304CL—L. H. Newton and Co.,
Ltd. (Also cold-foreed and precisionturned components.)
408C—John Perks and Son
(Forgings), Ltd. (Perkson.)
2230—Rubery, Owen and Co., Ltd.
380L—Servais Silencers, Ltd.
343F—Simmonds Aerocessories,
Ltd.

2190 - Wellworthy, Ltd. (Spirolox

BRAKE AND BRAKE-SERVO GEAR 440PQ—Clayton Dewandre Co., 369H-Dunlop Rim and Wheel Ltd. DL—*Edmunds Walker and Co.,

dd. (Spares.)
395KM—Feeny and Johnson, Ltd.
312D—Girling, Ltd.
362HL—Lockheed Hydraulic Brake

Co. Ltd 2230—Rubery, Owen and Co., Ltd. horrock exhauster.) 423M—Turner Manufacturing Co.,

407O-Westinghouse Brake and Signal Co., Ltd. 425M—Zahnradfabrik Frie hafen, A.G. (Exhaust brake.) Friedrichs-

BRONZES

BRONZES

Addrition Metal Co., 2170-Anti-Attrition 2400-David Brown Industries, 7AB—Dualloys, Ltd. 50—Glacier Metal Co., Ltd.

An Exclusive Classification of

Accessories and **Components**

Exhibits are classified as follows: Section 1, Engine and Chassis Components; Section II, Accessories and Bodywork Supplies; Section III, Electrical Equipment; Section IV, Chemical Products. Asterisks denote factors. In certain instances, trade names are given in parentheses. Exhibitors' names and addresses are at the end of the guide.

Section I: Engine and **Chassis Components**

253O-John Holroyd and Co., Ltd. 2320-Hoyt Metal Co. of Great Brits

itain, Ltd.
306DL—Sheephridge Engineering.

BUSHES AND MOUNTINGS, RUBBER-TO-METAL 207P—Firestone Tyre and Rubber Co., Ltd. 432M—Hertfordshire Rubber Co.,

Ltd. 338FM—Metalastik, Ltd. (Also crankshaft damper.)
377IO—Silentbloc, Ltd.

CAMSHAFTS
354G-E.N.V. Engineering Co., Ltd. 297CO—Midland Motor Cylinder Co., Ltd. (Monikrom.) 234O—Moss Gear Co., Ltd. 306DL—Sheepbridge Engineering,

Ltd. 3761—Thomas Smith and Sons of

CARBURETTERS 218O-Solex, Ltd. 233O-Zenith Carburetter Co., Ltd.

CASTINGS Metal Co.,

2170—Anti-Attrition Metal Co., Ltd. 416N—Be can s Industries. Ltd. (416N—Be can s Industries. Ltd. (Bilchrome and high-grade fron.) 265A—Birmingham Aluminium Casting (1993) Co., Ltd. (Birmal. Birmabright and Elektron.) 43SR—British Aluminium Co., Ltd. 331EM—British Piston Ring Co., Ltd. (Iron bar, and alloy sand and centrifugal castings.) 2400—David Brown Industries. Ltd. 307D—Castings, Ltd. (Malleable.) 440PQ—Clayton Dewandre Co., Ltd.

440PQ—Clayton Dewandre Co.. Ltd. (Darcast.) 2250—Glacier Metal Co., Ltd. 272AL—Harrison and Co. (Lincoln). (Black Heart.) 2530—John Holroyd and Co., Ltd. (Holfos and other copper alloys.) 392L M—R. J. Hunt and Son, Ltd. 152FO—Lake and Elliot, Ltd. 285BL—Ley's Malleable Castings Co.. Ltd. (Black Heart, Lepaz.) 297CO—Midfand Motor Cylinder Co.. Ltd. (Chromidium and Monikrom.)

krom.)
412N—National Steel Foundry
(1914), Ltd.
383L—Phosphor Bronze Co., Ltd.
341F—Qualcast, Ltd.
305CL—Sheepbridge Stokes, Ltd.
259AM—Sterling Metals, Ltd.
(Magnesium alloy, iron and alu-

Magnesium
Jinium J
350FM—Walker Steel Works, Ltd.
2190—Wellworthy, Ltd.

CHAINS (TIMING AND DRIVING)
373IM—Borg-Warner, Ltd. (Morse.)
163SV—Brown Brothers, Ltd.
360L—Edmunds Walker and Co.,

2430-Remold Chains, Ltd.

CHASSIS FRAMES
281B—Baico Patents, Ltd. (Chassis

extensions.)
262AM—Projectile and Engineering

2230—Rubery, Owen and Co., Ltd. 2270—Joseph Sankey and Sons, 365HM-John Thompson Motor

Pressings, Ltd.

CLUTCHES
359GL—Borg and Beck Co., Ltd.
360L—*Edmunds Walker and Co.,
d (Spares.) 35041-360L-Fdmunds was a solution of the solut

393LM—Hubok 380L—Laycock Engineering Ltd. (Centres.) 415N—Mack Trucks (Britain). Ltd. 2300—Newton and Bennett, Ltd. 306DL—Sheepbridge Engineering Ltd. (Twifter coupling.) 350FM—Walker Steel Works. Ltd.

(Plates.)

CONTROL SYSTEMS

221(1)—Amal. Ltd.
222(2)—Armistrong Patents Co., Ltd.
395KM—Feeny and Johnson, Ltd.
312D—Girling, Ltd. (Hydraulic
throttle control.)
229(2)—Parsons Chain Co., Ltd.
(B.W.P. cables.)
407(3)—Westinghouse Brake and
Signal Co., Ltd.

COUPLINGS (MAGNETO, DVNAMO, FUEL-PUMP, EXHAUSTER, ETC.) 195KM—Feeny and Johnson, Ltd. 338FM—Metalastik, Ltd. 2450—Simms Motor Units, Ltd. COUPLINGS, POWDER-TYPE

299CM-Specialloid, Ltd.

CRANKSHAFTS 2310—Laystall Engineer Ltd.
412N—National Steel Foundry
(1914). Ltd.
341F—Qualcast, Ltd.
306DL—Sheepbridge Engineering.

216P—Smith's Stamping Works (Coventry), Ltd.

CYLINDER LINERS
344FL—Bricovmo, Ltd.
331EM—British Piston Ring Co., 360L-Edmunds Walker and Co.,

324EL—Hepworth and Grandage. Ltd

d. (Hepolite.)
23[O—Laystall Engineering Co.,
d. (Cromard.)
306DL—Sheepbridge Engineering, Lid 2190-Wellworthy, Ltd.

DIFFERENTIALS 2400—David Brown Industries, Ltd. 354G—E.N.V. Engineering Co.,

15:30—John Holroyd and Co., Ltd. 25:30—John Holroyd and Co., Ltd. 23:40—Moss Gear Co., Ltd. 41:4N—Regent Axle Co., Ltd. 42:3M—Zahnradfabrik Friedrichshafen, A.G.

EXHAUST PIPES AND PITTINGS 380L—Servais Silencers, Ltd.

FACING MATERIAL
(CLUTCH AND BRAKE)
314D—Brake Linings, Ltd. (Dur
261AM—British Belting Asbestos Co., Ltd. (Mintex.) 163SV—Brown Brothers, I 284BL—Cape Asbestos Co

-Cox and Co. (R.W.), Ltd. -Cresswell's Asbestos Co. 333E—Cresswell's Asbestos Co., Ltd. (Chekko.) 360L—'Edmunds Walker and Co.,

295C—Ferodo, Ltd. 278AM—Morgan, Crossley and Co.,

d. (Tenoid.) 356GM—Raybestos-Belaco, Ltd. 264A—Small and Parkes,

284A—Shear (Don.) 239O—"Stedall and Co., Ltd. 444NO—Telamite, Ltd. 449O—Transport Brakes, Ltd. 382L—Hubert H.P. Trist and Co., Ltd. (Top Dog.)

FAN BELTS

261 AM—British Betting and
Asbestos Co., Ltd. (Mintex.)

374 JM—"Cox and Co. (R.W.), Ltd.
418 QR—Dunlop Rubber Co., Ltd.
360 L—"Edmunds Walker and Co.

d. 295C—Ferodo, Ltd. 356GM—Raybestos-Belaco; Ltd. 214P—Romac Industries, Ltd. 264A—Small and Parkes, Ltd.

onvee.) 2390—"Stedail and Co., Ltd.

FILTERS (PETROL, OIL AND AIR)

FILTERS (FETROL, OIL AND AIR)

339 FM—AC-Delco Division of

General Motors, Ltd.

2210—Amal, Ltd.

372HL—Automotive Products Co.,

Ltd. (Purolator).

2480—C.A.V., Ltd.

316DM — Cooper's Mechanical

Joints, Ltd.

397M—*County Electrical Services,

Ltd.

174JM—*Cox and Co. (R.W.), Ltd. 360L—*Edmunds Walker and Co., 367HO—Ewarts, Ltd. 342F—*Express Electrical Services,

Ltd.
2250—Glacier Metal Co., Ltd.
429M—G. E. Jones and Sons
(Machine Parts), Ltd.
194PY—*Kerry's (Great Britain),

343F - Simmonds Aerocessories. 343F — Simmonds Aerocessories, td. (Fram.)
2450—Simms Motor Units, Ltd.
399M—Tecalemit, Ltd.
293CM—Vokes, Ltd.
2330—Zenith Carburetter Co., Ltd. Ltd

FORGINGS

330EM—Brown Bayley Steels, Ltd. 370HM—Wm. E. Cary, Ltd. 384L—Forgings and Presswork. 153GO-T. Harrison and Co., (Leeds), Ltd.
253O-John Holroyd and Co., Ltd.

411N - Hughes-Johnson gs. Ltd. ings, Ltd.
386L—Laycock Engineering Co.,

412N-National Steel Foundry (1914), Ltd (1914), Ltd.

4080—John Perks and Son (Forgings), Ltd. (Perkson.)

3761—Thomas Smith and Sons, of Sattley, Ltd. (Snail.)

216P—Smith's Stamping Works
(Coventry), Ltd.

427M—Whiteley (Rishworth), Ltd.

FUEL PUMPS (PETROL) AND FUEL-FEED PUMPS (OIL)

339FM—AC-Delco Division of General Motors, Ltd. 2210—Amal, Ltd. 2480—C.A.V., Ltd. 397M—*County Electrical Services,

741M—°Cox and Co. (R.W.), Ltd. QF—°Express Electrical Services,

Ltd. 42/M—G. E. Jones and Sons (Machine Parts.) Ltd. 389LM—Park. Bros., Etd. (Parts.) 275AB—L. E. Perei Auto Devices, Ltd. (Parts.) 245O—Simms Motor Units, Ltd.

(Continued on page 336)

GASKETS AND JOINTING 163SV—Brown Brothers, Ltd. 212F—Chillcotts, Ltd. (Reinz.) 316DM — Cooper's Mechanical Joints, Ltd. 360L—Edmunds, Walter and Co., 2290-Hall and Hall, Ltd. fallite.)
432M—Hertfordshire Rubber Co., 1 td. 279BM-J. Payen, Ltd.

GEARS AND GEARBOXES 372HL-Automotive Products Co., Ltd.
416N—Beans Industries, Ltd.
3731M—Borg-Warner, Ltd.
440PO—Clayton Dewandre Co.,
Ltd. (Gear-shift servo.)
2400—David Brown Industries, 2480—C.A.V., Ltd. (Electrical equipment for automatic gear change.) 354G—E.N.V. Engineering Co.,

354G—E.N.V. Engineering Co., Ltd.
Ltd. M. O. Harper, Ltd.
193LM—Hobbs Transmission, Ltd.
193LM—Hobbs Transmission, Ltd.
253O—Hohn Holroyd and Co., Ltd.
234O—Moss Gear Co., Ltd.
414N—Regent Axic Co., Ltd.
417ansmission geans)
385L—Salisbury Transmission, Ltd.
3105L—Selvi-Changing Gears, Ltd.
425M—Zahnradfabrik Friedrichshafen, A.G.

GUDGEON PINS 344FL-Bricovmo, Ltd. 331EM-British Piston Ring Co., 331EM—British Piston Ring Co., Ltd. 324EL—Hepworth and Grandase, Ltd. 408O—John Perks and Sons (Fore-ings), Ltd. (Perkson.) 306DL—Sheepbridge Engineering, Ltd. 299CM—Specialloid, Ltd. 2190—Wellworthy, Ltd.

HOSE 372HL-Automotive Products Co., 372HL—Automotive Products Co., Ltd.
438QR—Dunlop Rubber Co., Ltd.
438QR—Bunnds, Walker and Co., Ltd. (Also hose clips.)
395KM—Feeny and Johnson, Ltd.
2290—Hall and Hall, Ltd.
(Hallite.)
432M—Hertfordshire Rubber Co., Ltd. Ltd. 264A—Small and Parkes, Ltd.

HUBS

266A—Alford and Alder (Engineers), Ltd.

2340—Moss Gear Co., Ltd.
412N—National Steel Foundry (1914), Ltd.
414N—Regent Aule Co., Ltd.
376J—Thomas Smith and Sons of Salitey, Ltd.

INJECTORS AND PUMPS 2480-C.A.V., Ltd. 397M-*County Electrical Services. Ltd. 3741M—*Cox and Co. (R.W.), Ltd. 342F—*Express Electrical Services. Ltd. 2490—Joseph Lucas, Ltd. (Petrol.) 2450—Simms Motor Units, Ltd.

INSTRUMENTS AND INSTRUMENT PANELS
339FM — AC-Delco Division of General Motors, Ltd.
249O—C.A.V., Ltd.
374JM—FCOR and Co. (R.W.), Ltd.
395KM—Feeny and Johnson, Ltd. (Vacuum gauges.)
300LM—Key-Leather Co., Ltd.
2450—Simms Motor Units, Ltd.
2510—S Smith and Sons (England).

METAL SUPPLIES 443PQ-Accles and Pollock, Ltd. 2380—G. Beaton and Son, Ltd. 318DO—Birmetals, Ltd. (Bodyork sections. Birmabright grilles.) work sections.
435R-British 435R—British Aluminium Co., d. (Bodywork sections.) 330EM—Brown Bayley Steels, Ltd. 349FM—E. G. Brown and Co., Ltd. 444PO Metal Sections. Ltd. (Bodywork sections.) 430M—Southern Forge, Ltd. (Bodywork sections.) 2390—*Stedan and Co., Ltd.

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OIL COOLERS
Clayton Dewandre Co., 440PQ-Clayton 1d. 213P—Coventry Radiator and Press-tork Co., Ltd. (Covrad.) 2240—Delaney Gallay, Ltd. 296C—Serck Radiators, Ltd.

OIL SEALS Engineering 236O-Burtonwood Co., Ltd. 360L-*Edmunds, Walker and Co., 2290—Hall and Hall, Ltd. (Hallite.) 279BM—J. Payen, Ltd. 290C—Super Oil Seals and Gaskets, 401N-Chas. Weston and Co., Ltd.

OVERDRIVES 373JM-Borg-Warner, Ltd. 2400-David Brown II 2400—Lavis Bolt. Ltd. 420M—M. O. Harper, Ltd. 186L—Laycock Engineering, Ltd. 425M—Zahnradfabrik Friedrich-shafen, A.G. PIPING AND FITTINGS

H-Dunlop Rim and Wheel Co.,

367HO-Ewarts, Ltd. 395KM—Feeny and Johnson. 2200—Parsons Chain Co., (B.W.P.) 2510—S. Smith and Sons (England), Ltd. (Petro-Flex) 399M—Tecalemit, Ltd. 4070—Westinghouse Brake and Signal Co., Ltd.

PISTONS AND RINGS
344FL—Bricovmo, Ltd.
331EM—British Piston Ring Co., Ltd. 163SV—*Brown Brothers, Ltd. 345FL—Cords Piston Ring Co., Ltd. 360L-*Edmunds. Walker and Co.. Lid

324EL-Hepworth and Grandage, d. (Hepolite.)
306DL—Sheepbridge Engineering, Joseph Ltd. 299CM—Specialloid, Ltd. 299CM—Specialloid, Ltd. (Including Duaffex rings.)

PRESSINGS 391LM—Airflow Streamlines, Ltd. 349FM—E. G. Brown and Co., Ltd. (Including cab and tank structures.) 316DM—Cooper's Mechanical 3leDBM—Cooper's macrimum ints, Ltd. 213P—Coventry Radiator and resswork Co., Ltd. (Covrad.) 2240—Delaney Gallay, Ltd. 367HO—Ewarts, Ltd. 384L—Forgings and Presswork. Ltd. 445RU—Motor Panels (Coventry). Ltd. (Caba.)

445RU—Motor Panels (Coventry). Itd. (Cabs.) 364CL—L. H. Newton and Co., Ltd. 408O—John Perks and Son (Forgings), Ltd. (Perkson.) 262AM—Projectile and Engineering Co., Ltd.

2230-Rubery, Owen and Co., Serck Radiators, Ltd.
Thompson Motor

103.

296C—Serck Radiators, Ltd.
365HM—John Thompson Motor
ressings, Ltd.
2260—Weathershields, Ltd.
317DM—Willenhall Motor Radiator
to,, Ltd. (Including cab structures.)

BADJATORS

339FM—AC-Delco Division of General Motors, Ltd. (Pressure caps.)
435R—British Aluminism Co., Ltd. 440PQ—Clayton Dewandre Co., Ltd. (Suil tubes.)
213P—Coventry Radiator and Presswork Co., Ltd. (Covrad.)
2240—Delaney Gallay, Ltd.
296C—Serck Radiators, Ltd.
320E—Wilmot Breeden, Ltd. (Shrouded fans.)

SHOCK ABSORBERS
2220—Armstrong Paients Co., Ltd.
312D—Girling, Ltd.
2300—Newton and Bennett, Ltd.
424M—Universal Dampers, Ltd.
268AL—Jonas Woodhead and Sons,

SILENCERS
349FM-E. G. Brown and Co., Ltd. 273AL—Burgess Products Co., Ltd. 212P—Chilicotts, Ltd. 380L—Servais Silencers, Ltd. (Straight-Through spark arresters.) 293CM—Vokes, Ltd.

SINTERED COMPONENTS 277AB—Dualloys, Ltd. 306DL—Sheepbridge Engineering, Ltd.

SPRINGS AND SUSPENSION SYSTEMS 265A-Bramber Engineering Co., Ltd. 370WH-Wm, E. Cary, Ltd. 440PQ-Clayton Dewandre Co., Ltd. 9H—Dunlop Rim and Wheel Co., Ltd. (Pneuride.) 207P—Firestone Tyre and Rubber Co., Ltd. (Airide.) 353GO—T. Harrison and Co. (Leeds), Ltd. 338FM—Metalastik, Ltd. 271A—Rotol, Ltd. (Hydraulic suspension.)

2230—Rubery. Owen and Co., Ltd. 377JO—Silentbloc, Ltd. (Andre air

3771O—Silentbloc, Ltd. (Andre air suspension.) 407O—Westinghouse Brake and Signal Co., Ltd. 268AL—Jonas Woodhead and Sons, Ltd. STAMPINGS

STAMPINGS
349FM—E. G. Brown and Co., Ltd.
367HO—Ewarts, Ltd. (Brass.)
4080—John Perks and Son (Forgings), Ltd. (Perkson.)
216P—Smith's Stamping Works
(Coventry), Ltd. (Smith and Sons of
Sattley, Ltd. (Smail.)

STARTERS, HAND 2450—Simms Motor Units, Ltd.

STEERING AND STEERING-SERVO GEAR
322E—Adamant Engineering Co...
(Marles.) Ltd. (Marles.) 2520—Bluemel Bros., Ltd. 440PO-Clayton Dewandre Co. Ltd id. 312D—Girling, Ltd. 362HL—Lockheed Hydraulic Brake Co., Ltd. 2340—Moss Gear Co., Ltd. 423M—Turner Manufacturing Co.,

4070-Westinghouse Brake and 4070—Westinghouse Brake and Signal Co., Ltd. 427M—Whiteley (Risbworth), Ltd. 268AL—Jonas Woodhead and Sons, Ltd. (Woodhead-Monroe.) 425M—Zahnradfabrik Friedrich-shafen, A.G.

shafen, A.G.

SUPERCHARGERS

271A—Rotol, Ltd.
2230—Rubery, Owen and Co.,
Ltd. (Shorrock).

2450—Simus Motor Units, Ltd.
2190—Wellworthy, Ltd. TANKS (FUEL)

TANKS (FUEL)
435R—British Aluminium Co., Ltd.
349FM—E. G. Brown and Co., Ltd.
212P—Chillcotts, Ltd.
213P—Coventry Radiator
Presswork Co., Ltd. (Covrad).
2240—Delancy Gallay, Ltd.
2240—Behry, Owen and Co., Ltd.
296C—Serck Radiators, Ltd.

THERMOSTATS
339FM—AC-Delco Division of General Motors, Ltd.
2510—9, Smith and Sons (England), Ltd.

TRANSMISSION SHAFTS AND JOINTS
363L—*Edmunds Walker and Co... Ltd.
387L—Hardy Spicer, Ltd.
386L—Laycock Engineering, Ltd.
(Layrub),
234O—Moss Gear Co., Ltd.
412N—National Steel Foundry
(1914), Ltd.
306DL—Sheepbridge Engineering,
Ltd. (Twiffex coupling.)
427M—Whiteley (Rishworth), Ltd.
(Joint repair kits.)

VALVES AND VALVE-SEAT INSERTS 344FL—Bricovmo, Ltd. 331EM—British Piston Ring Co., Ltd. 280B—W. G. James, Ltd. 360L—*Edmunds Walker and Co.,

121E — Farnborough Engineering
Co., Ltd. (Tranco.)
324EL—Hepworth and Grandage. Ltd 306DL-Sheepbridge Engineering. 1.td 2190-Wellworthy, Ltd.

WHEELS 412N—National Ste Steel Foundry (1914), Ltd. 2230-Rubery, Owen and Co... 2270-Joseph Sankey and Sons.

Section II: Accessories and Bodywork Fittings

BODYWORK FITTINGS 400N—Auster, Ltd. 2380—G. Beaton and Son, Ltd. 2460—Beckett, Laycock and Wat-2400—Beckett, Laycock and Wat-mison. Ltd. 291C—L. F. Brenner, Ltd. 291C—A. W. Chapman, Ltd. 2240—Delaney Gallay, Ltd. (Toilet nits. Safety belts.) 437R—Equipment and Engineering o., Ltd.

437F—Haliam, Sleigh and Ch. 340F—Fairylites, Ltd. 276AB—Gabriel and Co., Ltd. 337F—Haliam, Sleigh and Ch.

Ltd. 353GO—T. Harrison and Co. (Leeds), Ltd. 390LM—Key-Leather Co., Ltd. (Sun visor.) 4022M—Wilfrid Overton, Ltd. 275AB—L. E. Perei Auto Devices, Ltd.

John Perks and Son (Forg-td. (Perkson light-alloy fitings), Ltd. (Perkson light-alloy fit-tings and chains.) 421M-G. D. Peters and Co., Ltd. (B)

Blinds.)
371HM—Rawlings Manufacturing
to, Ltd.
430M—Southern Forge, Ltd.
2390—'Stedall and Co., Ltd.
320E—Wilmot Breeden, Ltd. Ce

BONNET FASTENERS

2210—Amal. Ltd. 3670—Ewarts, Ltd. 337F—Hallam, Sleigh and Cheston, 2470-Ripaults, Ltd.

BUMPERS AND OVERRIDERS 417M-Pyrene Co., Ltd. CARRIERS, SPARE-WHEEL

3751-Kennedy and Kempe, Ltd.

CHAINS (NON-SKID AND LAND TRACTION) 2200—Parsons Chain Co., Ltd. 3751—Kennedy and Kempe, (Also land anchors.)

CHASSIS LUBRICATION EQUIP-MENT (INBUILT) 440PQ-Clayton Dewandre Co.,

DECORATIVE PANELLING 421M—G. D. Peters and Co., Ltd. 361L—Thos. Thomson, Sons and Co. (Barrhead), Ltd. (Albambrinal.) 328E—J. Gliksten and Son, Ltd.

399M-Tecalemit, Ltd. (Syndromic.)

DESTINATION INDICATORS 437R—Equipment and Engineering Co., Ltd. (Eco and Routemaster.) 329E—Transport Engineering and Equipment, Ltd. (Kelbus.)

FELTING
2280—Cooper and Co. (Birming-ham), Ltd. (Including polishers and Brynfoam polyurethane foam), 337F—Hallam, Sleigh and Cheston,

Ltd, FILLER CAPS
339FM—AC-Delco Division of General Motors, Ltd, 2170—Anti-Attrition Metal
Ltd, (T.I.L.)
291C—L. F. Brenner, Ltd.
440PQ—Clayton Dewandre Co., 367HO—Ewarts. Ltd. 337F—Hallam, Sleigh and Cheston. Ltd. 275AB-L. E. Perei Auto Devices.

FLAME TRAPS 2210—Amal, Ltd. 380L—Servais Silencers, Ltd. 293CM—Vokes, Ltd. (Continued on page 337)

320E-Wilmot Breeden, Ltd.





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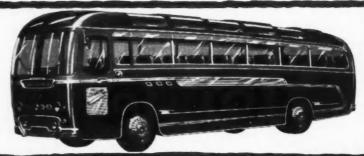
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(Left) Light type machine. Photograph by courtesy of J. Lyons and Company Limited.

(Below) Large type machine. Photograph by courtesy of Sunderland Corporation Transport.



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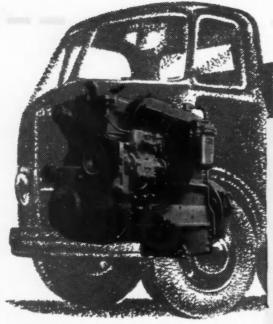
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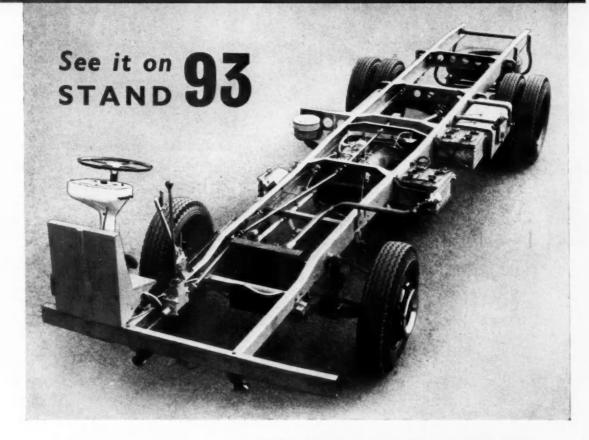
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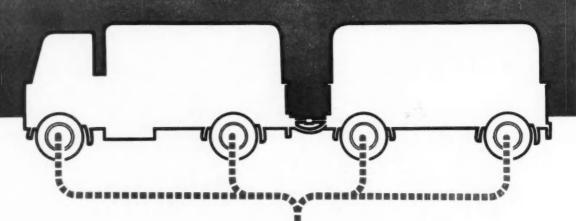
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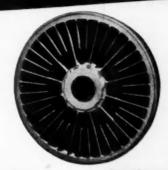
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Gast - well & true

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Examples of Aluminium Alloy Castings supplied on regular delivery ON TIME — Fluid Flywheel Rear Casing in L.M.23.





PRESSURE DIE CASTING

Our large capacity battery of Pressure die casting machines delivers large quantities for continuous supply including these Frames in Zinc-based Alloy BS.1004A.

ALUMINIUM SAND CASTINGS

The Aluminium Foundries also include mechanised and jobbing sections and many intricate castings, such as these Cylinder Heads in L.M.4 Aluminium Alloy, are produced in quantity.





Suppliers to:

Albion Motors Ltd.
Armstrong Siddeley Ltd.
Austin Motors Ltd.
Borg & Beck Ltd.
C.A.V. Ltd.

Clayton Dewandre Ltd.

Coventry Climax Ltd.
Commer Cars Ltd.
International Harvester Ltd.
Leyland Motors Ltd.
Jaguar Cars Ltd.
Lockheed Brake Co. Ltd.

Morris Motors Ltd.
Rolls-Royce Ltd.
Rover Co. Ltd.
Rubery Owen Co. Ltd.
Simms Motor Units Ltd.
Scammell Lorries Ltd.

Please write for details

SAYNER LANE, LEEDS 10 Telephone: LEEDS 29466



Foundries Ltd.

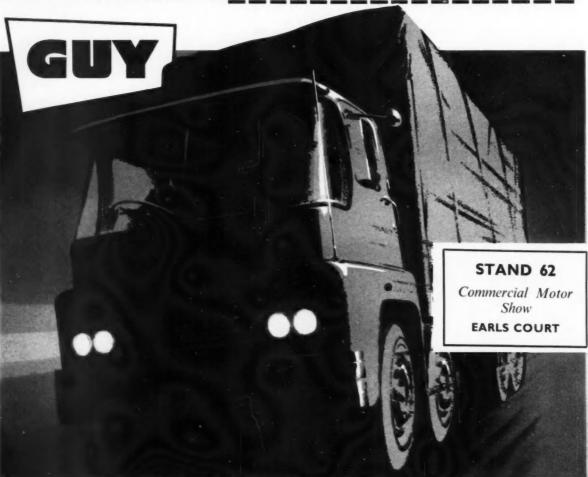
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GUY build a world-beater!

- New standard of driving comfort
- New-type third differential
- Non-fade air brakes on eight wheels
- Power-assisted steering
- Servo-assisted handbrake
- Small turning circles
- Completely distinctive appearance

Take a chassis frame 12 in. deep. Suspend the body on 4 in. wide springs. Choose from a wide range of diesel engines and gear boxes. Specify power steering, dual air brakes, third differential for good measure! Add the most advanced cab in Europe, and there's the basis of the new Guy Invincibles. Four, six or eight wheelers. Built to forge ahead on the world's trunk roads economically!

THE GREAT NEW INVINCIBLE



GUY MOTORS LIMITED . WOLVERHAMPTON

GLASS (INCLUDING SAFETY GLASS)

400N—Ausier, Ltd. 426M—Auto-Glass Supplies, Ltd. 332E—Triplex Safety Glass C

GOVERNORS

2480—C.A.V., Ltd. 2450—Simms Motor Units, Ltd. 2180—Solex, Ltd. 398M—Benjamin Whittaker, Ltd.

HEATERS (VEHICLE)

440PQ-Clayton Dewandre Co., Ltd. 2240—Delaney Gallay, Ltd. 342F—*Express Electrical S

190LM—Key-Leather Co., Ltd. (K-L.) 2510—S. Smith and Sons (England), Ltd.

HORNS (AIR) 300CM-Trico-Folberth, Lad.

HYDRAULIC PUMPS

323E-Hobourn-Eaton Manufacturing Co., Ltd. 2510-S. Smith and Sons (England), Ltd

INSULATION MEDIA 2240-Delancy Gallay, Ltd. 421M-G. D. Peters and Co., Ltd.

JACKING SYSTEMS 2510-

JOURNEY RECORDERS 327E—Servis Recorders, Ltd.

LOADING GEAR 2360—Burtonwood Engineering Co., td. (Tailboard loader.)
433M—R. H. Neal and Co., Ltd. (Crane type.)

LUBRICATION NIPPLES

166V—Lawrence Edwards and Co. (Engineers), Ltd. 194PY— Kerry's (Great Britain), id. 282B—Ch. J. Neuman, Ltd. 190SY—Stewart-Warner, Ltd. 399M—Tecalemit, Ltd.

MATTING AND STAIRTREADS 295C—Ferodo, Ltd. 278AM—Morgan, Crossley and Co.,

d. (Fenoid.) 264A—Small and Parkes, Ltd.

MIRRORS

291C—L. F. Brenner, Ltd.
374JM—"Cox and Co. (R.W.), Ltd.
437R—Equipment and Engineering
o. Ltd. (Reversascope.)
342F—"Express Electrical Services,

340F-Fairylites, Ltd. 337F-Hallam, Sleigh and Cheston,

346FG-London Bankside Products, (Della.)

id. (Della.) 2490—Joseph Lucas, Ltd. 2390—*Stedall and Co., Ltd. 300CM—Trico-Folberth, Ltd.

NUMBER PLATES (INCLUDING SPEED-LIMIT PLATES, ETC.) 2520—Bluemel Bros., Ltd. 2350—Hills (Patents), Ltd. (Also los for making-up plates.) 405NO—Car Plates, Ltd. 2390—*Stedall and Co., Ltd.

OPENING ROOFS 2460—Beckett, Laycock and Wat-kinson, Ltd. (Beclawat.) 337F—Hallam, Sleigh and Cheston, 402N-Wilfrid Overton, Ltd.

255AO—Quicktho Engineering, Ltd. 226O—Weathershields, Ltd. PLASTIC COVERING

2520-Bluemel Bros., Ltd. (Doyer-, Exonite, Firmoid.)

POWER TAKE-OFFS
420M-M. O. Harper, Ltd.
415N-Mack Trucks (Britain), Ltd.
2510-S. Smith and Sons (England),

RADIATOR BLINDS AND SHUTTERS

400N-Auster, Ltd. 390LM-Key-Leather Co., Ltd.

REFLECTORS 2520—Bluemel Bros., Ltd. 291C—L. F. Brenner, Ltd. 374JM—*Cox and Co. (R. W.), Ltd. 437R-*Equipment and Engineering 43/R.
D., Ltd.
342F—*Express Electrical Services,

340F—Fairylites, Ltd. 254A—Flexible Lamps, Ltd. (Rub 346FG-London Bankside Products,

Ltd. 2490—Joseph Lucas, Ltd.

ROOFS AND ROOF SECTIONS, PLASTICS 2390—*Stedail and Co., Ltd.

RUBBER SUPPLIES

2460—Beckett, Laycook and Watkinson, Ltd. (Beclatite slazing.)

212P—Chillcotts, Ltd. (Synthetic.)

4380R—Dunlop Rubber Co., Ltd.

(Including rubber wings.)

326E—Hailook Co., Ltd.

337F—Hailam, Sieigh and Cheston,

Ltd.

2290—Hall and Hall, Ltd. 432M—Hertfordshire Rubber Co.,

302CD-Lace Web Spring Co.,

Ltd. 371HM—Rawlings Manufacturing Co., Ltd. (Perimitite glazing.) 2808—Rubber Plastics, Ltd. 2390—Steedil and Co., Ltd. 290C—Super Oil Seals and Gaskets,

401N—Chas. Weston and Co., Ltd. (Synthetic-rubber mouldings.)

SEAT FILLINGS
301CD—A. W. Chapman, Ltd.
438QR—Dunlop Rubber Co., Ltd.
(Dunlopillo.)
166V—Lawrence Edwards and Co.
(Engineers), Ltd. (Airflo cushions.)
326E—Hairlok Co., Ltd.
302CD—Lace Web Spring Co., Ltd.
355GM—Lintafoam, Ltd.

SEATS les and Poliock, Ltd. 443PQ—Accles Dapta.)
2380—G. Beaton and Son, Ltd.
301CD—A. W. Chapman, Ltd.
Leverex, Leveroll, Busella and

nac.)
3N—Cox and Co. (Watford), Ltd.
7F—Hallam, Sleigh and Cheston,
(Widney.)
6LM—Key-Leather Co., Ltd. (Sit-Rite attachment.) 302CD-Lace Web Spring Co., Ltd.

421M—G. D. Peters and Co., Ltd. 2390—*Stedall and Co., Ltd. 268AL—Jonas Woodhead and Sons, d. (Woodhead-Monroe.) SEMI-TRAILER COUPLINGS AND

LANDING GEAR
422M—Adrolic Engineering Co., 388LM-Davies Magnet Works,

SLIDING-DOOR GEAR
2460—Beckett, Laycock and Watinson, Ltd. (Beclawat.)
2480—C.A.V., Ltd. (Power

stems.)
308D—Golmet Doors, Ltd. (Shutter

type.)
337F—Haliam, Sleigh and Cheston,
Ltd.
Wilfrld Overson, Ltd. Ltd. 402N—Wilfrid Overton, Ltd. 421M—G. D. Peters and Co., Ltd. (Power systems.)

TIMBER
328E—J. Gliksten and Son, Ltd.
2390—*Stedail and Co., L.
(Invictus metal-faced plywood.)

UPHOLSTERY AND TRIMMING 2520—Bluemel Bros., Ltd. (Doverise plastics covering.) 347FG—Bridge of Weir Leather

3471C—Briuge o. o., Ltd.
301CD—A. W. Chapman, Ltd.
2440—Connolly Bros. (Curriers), td. (Vaumol and Celestra leather; istributors of Dulon p.v.c. material.)
438QR—Dunlop Rubber Co., Ltd.

bulon.) 288CL—T. F. Firth and Sons, Ltd. 326E—Hairlok Co., Ltd. 337F—Hallam, Sleigh and Cheston,

Ltd. 258A—I.C.I., Ltd. (Leathercloth Division.) (Vynide and Rexine.) 302CD—Lace Web Spring Co., Ltd. 355GM—Lintafoam, Ltd. 2390—"Stedall and Co., Ltd. 361L—Thos, Thomson, Sons and Co. (Barrhead), Ltd. 428M—Bernard Wardle (Everflex), Ltd.

Ltd.
VENTILATORS AND VENTILATION EQUIPMENT
400N—Auster, Ltd.
425M—Auto-Glass Supplies, Ltd.
2380—G. Beaton and Son, Ltd.
2460—Beckett, Laycock and Watkinson, Ltd. (Beclawat.)
337F—Hallam, Sleigh and Cheston,
Ltd.

390LM—Key-Leather Co., Ltd. incorporating (an.) 421M—G. D. Peters and Co., Ltd. 371HM—Rawlings Manufacturing Co., Ltd. 2510—S. Smith and Sons (England).

2390—°Stedall and Co., Ltd. 329E—Transport Engineering quipment, Ltd. (Kelbus.) 2260—Weathershields, Ltd.

WINCHES
415N—Mack Trucks (Britain), Ltd.
294CM—Thompson Bros. (Engineers), Ltd.

WINDOW ASSEMBLIES AND LOUVES

400N—Auster, Ltd.
426M—Auto-Glass Supplies, Ltd.
2380—G. Beaton and Son, Ltd.
(Beatonson Rapide.)
2460—Beckett, Laycock and
Watkinson, Ltd. (Bealwat.)
337F—Hallam, Sleigh and Cheston,
Ltd.

255AO—Quicktho Engineering, Ltd. 371HM—Rawlings Manufacturing

Co., Ltd.
329E—Transport Engineering and
Equipment Co., Ltd. (Kelbus.)
363H—Young Windows, Ltd.

WINDSCREENS

400N-Auster, Ltd. 426M-Auto Glass Supplies, Ltd. (Northern.)
2380-G. Beaton and Son, Ltd. eatonson.)
413N—Cox and Co. (Watford), Ltd. djustment devices.)
255AO—Quicktho Engineering, Ltd.
371HM—Rawlings Manufacturing Co., Ltd. 363H-Young Windows, Ltd.

WINDSCREEN WASHERS

394KL—Bosch, Ltd. 342F—*Express Electrical Services. Ltd. 346FG—London Bankside Products, Ltd. (Della.) 249O—Joseph Lucas, Ltd. 300CM—Trico-Folberth, Ltd.

WINDSCREEN WIPERS (OTHER THAN ELECTRIC) 339FM — AC-Delco Division eneral Motors, Ltd.
300CM—Trico-Folberth, Ltd.

Section III: Electrical Equipment

FACTORS The following factors are exhibiting arious items of electrical equipment. 163SV—Brown Brothers, Ltd. 397M—County Electrical Services, d. 374JM—Cox and Co. (R.W.), Ltd. 342F—Express Electrical Services, 357G—Globe and Simpson, Ltd. 194PY—Kerry's (Great Britain), 239O*-Stedall and Co., Ltd.

BATTERIES AND BATTERY
ACCESSORIES
287BL—Buckiand Battery Co.
2480—C. A. V., Ltd.
364HM—Chloride Batteries, Ltd. 351FG-Siemens Edison Swan, Ltd.

diswan.)
2490—Joseph Lucas, Ltd.
366H—Oldham and Son. Ltd.
389LM—Park Bros., Ltd.
2420—Peto and Radford.
403KN—Tungstone Products, I
2510—S, Smith and Sons (Englar

406NO-Young Accumulator Co.,

BRUSHES

339FM — AC-Deico Divieneral Motors, Ltd.
2490—Joseph Lucas, Ltd.
389LM—Park Bros., Ltd. Division of

CABLES AND WIRING ACCESSORIES 351FG—Stemens Edison Swan, Ltd. 2490—Joseph Lucas, Ltd. 2470—Ripaults, Ltd.

2470—Repaults, Ltd.

COILS

339FM — AC-Delco deneral Motors, Ltd.
394KL—Bosch, Ltd.
2490—Joseph Lucas, Ltd.
389LM—Park Bros., Ltd.
441P—Scintilla, Ltd.

DIRECTION INDICATORS (SEMA-PHORE AND WINKING-LIGHT) 394KL—Bosch, Ltd. 291C—L. F. Brenner, Ltd.

2480-C.A.V., Ltd. 437R-Equipment and Engineering o, Ltd. 254A—Flexible Lamps, Ltd. tubbolite.) 346FG—London Bankside Products, id. (Della.) 2490—Joseph Lucas, Ltd. 275AB—L. E. Perei Auto Devices, id. 441P—Scintilla, Ltd. 2450—Simms Motor Units, Ltd. 300CM—Trico-Folberth, Ltd. 320E—Wilmot Breeden, Ltd.

DISTRIBUTORS AND CONDENSERS

319FM — AC-Delco Division of teneral Motors, Ltd.
394KL—Bosch, Ltd.
2490—Joseph Lucas, Ltd.
389LM—Park Bros., Ltd.
275AB—L.E. Perel Auto Devices, td. (Parts) (Parts.) P-Scintilla, Ltd. 441P

DYNAMOS

394KL—Bosch, Ltd.
2480—C.A.V., Ltd.
2490—Joseph Lucas, Ltd.
389U.M—Park Bros., Ltd.
tures and field colls.)
441P—Scintilla, Ltd.
2450—Simms Motor Units, Ltd.

FANS 300CM—Trico-Folberth, Ltd.

FUSES AND FUSE BOXES
394KL—Bosch, Ltd.
248O—C.A.V., Ltd.
249O—Joseph Lucas, Ltd.
389LM—Park Bros., Ltd.
441P—Scintilla, Ltd.

HORNS
319FM — AC-Delco Division of eneral Motors, Ltd.
394KL—Bosch, Ltd.
248O—C.A.V., Ltd.
249O—Joseph Lucas, Ltd.
379IM—Marchal Distributors, Ltd. Scintilla, Ltd.

INTERIOR LIGHTING EQUIPMENT (VEHICLE) 2480—C.A.V., Ltd. 146FG—London Bankside Products,

Ltd. 2450—Simms Motor Units, Ltd. 320E—Wilmot Breeden, Ltd.

LAMPS (DRIVING, ETC.) AND BULBS

188Y—E. F. Allchin and Co.

188Y—E. F. Allchin and Co. (Hassin.) 394KL—Bosch, Ltd. 291C—L. F. Brenner, Ltd. 248O—C.A.V., LTD, 437R—Equipment and Engineering Co., Ltd. (Notek.) 254A — Flexible Lamps, Ltd. (Rubboline)

254A — Frenton (Rubbolite) 390LM—Key-Leather Co., Ltd. 340FG—London Bankaide Products. Ltd. (Della.) 2490—Joseph Lucas, Ltd. 379JM—Marchal Distributors, Ltd. 275AB—L. E. Perel Auto Devices,

Ltd.

348FG—Rival Lamps, Ltd.

351FG—Siemens Edison Swan, Ltd.

2450—Simms Motor Units, Ltd.

MOTORS

339FM — AC-Delco Division of cneral Motors, Ltd.

RADIO
394KL—Bosch, Ltd. (Blaupunkt.)
358G—S. Smith and Sons (Radiomobile). Ltd. (H.M.V. Also
passenger-address equipment.)

passenger-address equipment.)

SPARKING AND HEATER PLUGS,
COVERS AND SUPPRESSORS

139FM — AC-Delco Division of
General Motors, Ltd.

1394KL—Bonch, Ltd.

291C — L. F. Brenner, Ltd.
(Accessories.)

accessories.)
215P—Champion Sparking Plug Co.. Ltd.
336F—K.L.G. Sparking Plugs, Ltd.
2410—Lodge Plugs, Ltd.

STARTERS 394KL—Bosch, Ltd.

(Continued on page 338)

2480—C.A.V., Lnd. 2490—Joseph Lucas, Ltd. 3891M—Park Bros., Ltd. 441P—Scintilla, Ltd. 2450—Simms Motor Units, Ltd.

2450—Simms Motor Units, Ltd.

SWITCHES AND SWITCHGEAR

339FM—AC - Deloo Division of
General Motors, Ltd.

294KL—Bosch, Ltd.

291C—L. F. Brenner, Ltd.

2480—C.A.V., Ltd.

437R—Equipment and Engineering
Co., Ltd. Mercusy inertia type.)

390LM—Key-Leather Co., Ltd.

346FG—London Bankside Products,
Ltd. (Della.)

2490—Joseph Lucas, Ltd. nd. (Della.) 2490—Joseph Lucas, Ltd. 3791M—Marchal Distributors, Ltd. 389LM—Park Bros., Ltd. 275AB—L. E. Perci Auto Devices,

441P—Scintilla, Ltd. 2450—Simms Motor Units, Ltd. 300CM—Trico-Folberth, Ltd.

TROLLEYBUS EQUIPMENT 2170—Anti - Attrition Metal Co., td. (Collector heads.) 2480—C. A. V., Ltd.

WINDSCREEN WIPERS 339FM—AC - Delco Division of eneral Motors, Ltd.
291C—L, F. Brenner, Ltd.
248O—CA.V., Ltd.
2490—Joseph Lucas, Ltd.
275AB—L, E. Perei Auto Devices, Ltd. 441P—Scintilla, Ltd. 300CM—Trico-Folberth, Ltd.

evertube.) 334EO—Sternol, Ltd. 315D—Walkers (Century Oils), Ltd.

PACKING (FOR WATER PUMPS, ETC.) 264A—Small and Parkes, Ltd.

(Karmal.)
290C—Super Oil Seals and
Gaskets, Ltd.
PAINTS

163SV—Brown Brothers, Ltd. 274AB—D. J. (Tipon), Ltd. (Touch-

2/4AB—D. J. (190m), Ltd. (100m) poutflet). 2370—Docker Bros. (Also Fibre-color pigment for plastics.) 289C — General and Industrial Paints, Ltd. 257A—I.C.I., Ltd. (Paints Divi-

325EL-Robert Kearsley and Co. 410N-Thos. Parsons and Sons,

nd. 2390—"Stedail and Co., Ltd. 449M—Thornley and Knight, Ltd. 292C—Titanine, Ltd. 303CD—Vulcan Products, Ltd.

RADIATOR REPAIR AND CLEANSING COMPOUNDS 59SV—Automotive Parts

RUST PREVENTATIVES
438QR—Dunlop Rubber Co., Ltd.
Rubbaneal underbody process.)
417M—Pyrene Co., Ltd. (Bonderiz-

2390-Stedall and Co., Ltd. (Rust-

334FO-Sternol, Ltd.

SV-A

Co., Lid.

LUBRICANTS 2390—*Stedall and

161RV—Triangle Products, Ltd. 146R—Weaver Manufacturing a Engineering Co., Ltd.

BREAKDOWN CRANES 146R—Weaver Manufacturing and Engineering Co., Ltd.

CLEANERS (STEAM)

146R—Weaver Manufacturing and ngineering Co., Ltd.

149PT—D. Wickham and Co., Ltd.

CLEANSING TANKS
184SX—Laycock Engineering, Ltd.
(Air Speed.)
149PT—D. Wickham and Co., Ltd. COMPRESSION GAUGES

166V—Lawrence Edwards and Co. (Engineers), Ltd.

CONNECTING-ROD ALIGNERS 157V-V. L. Churchill and Co 152SU—Morris and Ingram ondon), Ltd.

CRANKSHAFT GRINDERS 187RY-Prince (Kingston), Engineers, Ltd.

DECARBONIZING PLANT 161RV—Triangle Products, Ltd. (Head-on power decarbonizer.) **ELECTRIC METERS AND TESTERS**

ILECTRIC METERS AND TESTERS
(INCLUDING IGNITION TESTERS)
165V—Armature Manufacturing Co o. (Octopus.) 157V-V. L. Churchill and Co.,

Lid Ltd.

175SX—Crypton Equipment, Ltd.
175SX—Morris and Ingram
(London), Ltd.
198PY—Partridge, Wilson and Co..
Ltd. (Davenset, Also low-voltage hand
tool transformers.)
182PX—Stenor, Ltd.

ENGINE-PERFORMANCE ANALYSERS 175SX—Crypton Equipment, Ltd.

ENGINE STARTERS (PORTABLE) 1758X—Crypton Equipment, Ltd. (Portostart Major.) 198PY—Partridge, Wilson and Co., Ltd. (Davenset.) 182PX—Stenor, Ltd.

EXTRACTORS (HUB, BEARING, ETC.) 165V—Armature Manufacturing

160RV—C. R. Tipping and Co., Ltd. (Tipco.)

FIRE EXTINGUISHERS
417M—Pyrene Co., Ltd.
399M—Tecalemit, Ltd. (Foamite.)

FLOOR CRANES 157V-V. L. Churchill Ltd. 180WX-Epco, Ltd.

FUELLING NOZZLES
437R—Equipment and Engineering
Co., Ltd.
146R—Weaver Manufacturing and
Engineering Co., Ltd.

GARAGE DOORS 308D—Golmet Doors Lie

GREASE GUNS
166V—Lawrence Edwards and Co.
(ngineers), Ltd. (Swematic.)
282B—Ch. J. Neuman, Ltd. (Nubrex.)
179WX—Tecalemit, Ltd.
183SX—C. C. Wakefield and Co.,

146R—Weaver Manufacturing and ngineering Co., Ltd. B

GRINDERS (OTHER THAN CRANKSHAFT AND VALVE) 172SW—Joseph Bradbury and Sons, td. (For brake drums, Also brake-191Y—S. N. Bridges and Co., Ltd. 166V—Lawrence Edwards and Co. (Eagineers), Ltd. 167PV—Wolf Electric Tools, Ltd.

HEADLAMP TESTERS 175SX—Crypton Equipment, Ltd.
437R—Equipment and Engineering
Co., Ltd. (Notek Beamchecker.)
2490—Joseph Lucas, Ltd. (Beam-

161RV—Triangle Products, Ltd. 146R—Weaver Manufacturing Engineering Co., Ltd.

HOISTS 172SW-Joseph Bradbury

166V—Lawrence Edwards and Co. nagineers), Ltd. 184SX—Laycock Engineering, Ltd. 164SV—Skythi, Ltd. 179WX—Tecalemit, Ltd. 183SX—C. C. Wakefield and Co. (F 146R—Weaver Manufacturing and Engineering Co., Ltd.

HYDRAULIC BODY-REPAIR EQUIPMENT 180WX—Epco, Ltd. (Flexi-Force.)

INSPECTION LAMPS SW-Joseph Bradbury

1728 — Joseph Bladduy and ons, Ltd. 147R—J. A. Ryley, Ltd. 182PX—Stenor, Ltd. (Low-voltage.) 198PY—Partridge, Wilson and Co., td. (Davenset.) JACKS

443PQ—Accles and Pollock, Ltd. 172SW—Joseph Bradbury and ons, Ltd. 157V—V. L. Churchill and Co.,

Ltd.

156PV—Dunlop Rubber Co., Ltd.
166V—Lawrence Edwards and Co.
(Engineers), Ltd.
180WX—Epco, Ltd.
437R—Equipment and Engineering
Co., Ltd.
325FO—Lake and Elliot, Ltd.
184SX—Laycock Engineering, Ltd.
164SV—Skyhi, Ltd.
179WX—Tecalemit, Ltd.
146R—Weaver Mamufacturing and Engineering Co., Ltd.

LIGHTING EQUIPMENT WORKSHOP 172SW-Joseph Bradbury and

Sons, Ltd. 198PY—Partridge, Wilson and Co., Ltd. (Davenset.)

LUBRICATING PLANT LUBRICATING PLANT
170W—Aerograph - Devilbiss
cd. (Oil spray guas.)
166V—Lawrence Edwards and Co.
ngineers). Ltd.
396LM—Key-Leather Co., Ltd.
318LM—Key-Leather Co., Ltd.
183SX—Laycock Engineering, Ltd.
190SY—Stewart-Warner, Ltd.
183SX—C. C. Wakefield and Co.,
td. Œ (Oil

146R—Weaver Manufacturing and Engineering Co., Ltd.

OIL-ENGINE PUMP AND INJECTION SERVICE AND TEST EQUIPMENT 165V—Armature Manufacturing

165V—Armature Manufacturing Co., Ltd. (Octopus.) 157V—V. L. Churchill and Co., Ltd 174R-Dunedin Engineering Co., Lid.

Ltd.

169W—Leslie Hartridge, Ltd.
189SY—Merlin Engineering, Co.,
Ltd. (Calimaster and Servicemaster.)
152SU—Morris and Ingram (London), Ltd. 2450-Simms Motor Units, Ltd.

OIL RECLAIMERS W—Stream-line Filters 171RW s. Ltd.

PAINT SPRAYERS
170W—Aerogragh - Devilbiss Co., Ltd. 166V-Lawrence Edwards and Co. Co. (Engineers), Ltd.
214P—Romac Industries, Ltd.
168PW—Wm. Turner (Kismet),

PORTABLE POWER TOOLS 2170—Anti-Attrition Metal Co., d. (Counter-balance.) 191Y—S. N. Bridges and Co., Lid 171W—Ingersoli-Rand Co., Ltd. 441P—Scintilla, Ltd. (Lesto.) 168PW—Wm. Turner (Kismet esto.) (Kismet), 167PV-Wolf Electric Tools, Ltd.

PRESSES

157V—V. L. Churchill and Co.,

184SX—Laycock Engineering, Ltd. 146R—Weaver Manufacturing and Engineering Co., Ltd.

RADIATOR CLEANING EQUIPMENT 147R-J. A. Ryley, Ltd.

SHEET-METALWORKING
EQUIPMENT
377JO—Silentbloc, Ltd. (Vibrea fastener.)
153U—Raymond F. Thompson
(Engineers), Ltd. (Continued on page 339)

Section IV: Chemical Products

ANTI-FREEZE 214P—Romae Industries, Ltd. 2510—S. Smith and Sons (England). Ltd. (Bluecol.) 334EO-Sternol, Ltd.

CLEANERS AND POLISHES Automotive Accessories.
194PY—*Kerry's (Great Britain), 214P-Romac Industries, Ltd. 2390-*Stedall and Co., Ltd.

274AB - D. J. (Tipon), Ltd. (Prestolith.)
2320—Hoyt Metal Co. of Great
Britain, Ltd.
2390—*Stedaff and Co., Ltd. (Metolux.) 303CD — Vulcan Products, Ltd (Kwikfill.)

HAND CLEANSERS
334EO—Sternof, Ltd.
315D—Walkers (Century Oils),
d. (Centrex.)

HYDRAULIC BRAKE FLUID 360L- Edmunds, Walker and Co., 362HL-Lockheed Hydranlic Brake o., Ltd., 334EO-Sternol, Ltd.

JOINTING COMPOUNDS 159SV — Automotive Parts and coccessories. 2390—"Seedall and Co., Ltd. 2190—Wellworthy, Ltd. (Wellseal.)

Service Equipment

FACTORS

The following factors are exhibiting various items of transport service equipment.

188Y—E. F. Allebin and Co., Ltd.

155PU—B, P. Barrus (Concessionaires), Ltd.

161SV—Brown Brothers, Ltd.

154U—Buck and Hickman, Ltd.

437R—Equipment and Engineering Co., Ltd.

194PY—Kerry's (Great Britain), Ltd.

1949Y—Kerry's (Great Britain), Ltd. 197Y—Marsham Tyre Co., Ltd. 177SW—G. F. Riches and Co., Ltd. 239O—Steedalf and Co., Ltd. 162RV—Thomson and Brown Brothers, Ltd.

AIR COMPRESSORS AND CONTROLS 170W-Aerograph - Devilbing Co., -Burtonwood Engineering Co., Ltd., 157V-V. L. Churchill and Co.,

157V—V. L. Churtonn Ltd. 156PV—Duniop Rubber Co., Ltd. 166V—Lawrence Edwards and Co. Geneineers), Ltd. 171W—Ingersoll-Rand Co., Ltd. 1848X—Laycock Engineering, Ltd. 214P—Romac Industries, Ltd. 179WX—Tocalemit, Ltd. 168PW—Wm. Turner (Kismet), Ltd.

183SX-C. C. Wakefield and Co., Ltd 146R—Weaver Manufacturing and ngineering Co., Ltd.

AXLE AND ENGINE STANDS 172SW—Joseph Bradbury and Son 180WX-Epce, Ltd.

184SX—Laycock Engineering, Ltd. 158SV—Thos, Meldrum, Ltd.

(Melco.) (Melco.) 1648V—Skybi, Ltd. 146R—Weaver Manufacturing and Engineering Co., Ltd.

BATTERY CHARGERS AND ACCESSORIES 1755X—Crypton Equipment, Ltd. 340F—Fairylines, Ltd. 2490—Joseph Lucas, Ltd. (Battery

2490—Joseph Luces, Luces, 1366H—Oldbam and Son, Ltd. 198PY—Partridge, Witson and Co., Ltd. (Davenset.) 351FG—Stemens Edison Swan, Ltd. (Ediswan Tungar.) 182PX—Stemort_Ltd, 4070—Westinghouse Brake and Signal Co., Ltd. (Westalite.)

BINS, CUPBOARDS, RACKS, ETC. 2230-Rubery Owen and Co., Ltd. 147R-J. A. Ryley, Ltd. (Tidyman 1785W-Bertram Thomas (Engineers), Ltd. (Tiltrack system.)

BORING BARS 2360—Burtonwood E Engineering Co., Ltd. 1528U—Morris and (London), Ltd. 182PX—Stenor, Ltd.

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237 O—Docker Bros., Rotton Park
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369 H—Dunlop Rim and Wheel
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438 QR—Dunlop Rubber Co., Ltd.,
Fort Dunlop, Birmingham, 24.
436 R—Eaton Axles, Ltd., Victoria
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360 L—Edmunds, Walker and Co.,
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354 G—E.N.V. Engineering Co.,
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362 HL—Lockheed Hydraulic Brake Co., Ltd., Tachbrook Road, Learning-ton Spa. 241 O—Lodge Pluss, Ltd., St. Peter's Road, Rugby. 267 A—Lombank, Ltd., 10 Fell Road, Croydon, Surrey.

Road, Croydon, Surrey.

346 FG—London Bankside Products. Ltd., The Runway, South Ruislip, Middx.

250 O—Joseph Lucas, Ltd., 46 Park Street, London, W.1.

415 N—Mack Trucks (Britain), Ltd., 62 North Street, Barking, Essex.

379 JM—Marchal Distributors, Ltd., Brook Lane North, Great West Road, Brentford, Middx.

378 JM—Henry Meadows, Ltd., Fallinga Park, Wolverbampton.

311 DL—Mercantile Credit Co., Ltd., 246 Regent Street, London, W.1.

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Accessories and Components

443 PO-Accles and Pollock, Ltd.,

443 PQ—Accles and Pollock, Ltd., Oldbury, Birmingham.

339 FM—AC-Delco Division of General Motors, Ltd., Watling Street, Dunstable, Beds.

322 E—Adamant Engineering Co., Ltd., Dallow Road, Luton.

422 M—Adrolle Engineering Co., Ltd., Mingavie, Dumbartons.

391 LM—Airflow Streamlines, Ltd., Main Road, Far Cotton, Northampton.

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266 A.—Alford and Alder (Engineers)
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Hempstead, Herts.

396 M.—Allard Motor Co., Ltd., 2428 High Street, London, S.W.4.

221 O.—Annal, Ltd., Imperial
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217 O.—Anti-Attrition, Metal, Co.

O-Anti-Attrition Metal Co., 56 Victoria Street, London,

217 O—Anti-Authton Saves. Ltd., 56 Victoria Street, London, S.W.1.
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426 M—Auto-Glass Supplies, Ltd., 376 Deansgate, Manchester, 3. 372 HL-Automotive Products Co., Ltd., Tachbrook Road, Leamington

281 B—Baico Patents, Ltd., 327a High Road, London, W.4. 416 N—Beans Industries, Ltd., Hurst Lane, Tipton, Staffs.

238 O-G. Beaton and Son, Ltd., Victoria Road, London, N.W.10. 246 O-Beckett, Laycock and Wat-kinson, Ltd., Acton Lane, London, N.W.10.

318 DO—Birmetals, Ltd., Quinton, Birmingham, 32.
263 A—Birmingham Aluminium Casting (1903) Co., Ltd., Dartmouth Road, Smethwick, 40, Staffs, 252 O—Bluemel Bros, Ltd., Wolston, near Coventry, 359 GL—Borg and Beck Co., Ltd., Tachbrook Road, Leamington Spa., 373 JM—Borg-Warner, Ltd., Jubilee Road, Letchworth, Herts., 394 KL—Bosch, Ltd., Carlisle Road, The Hyde, London, N.W., 9.
418 M—Bownsker, Ltd., 29 St. James's Street, London, S.W. 1, 314 D—Brake Linings, Ltd., Bridge Street, Buxton., 265 A—Bramber Engineering Co., Ltd., Waterloo Road, London, N.W. 2. 318 DO—Birmetals, Ltd., Quinton, irmingham, 32. Birmin 263

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Lane, Coventry.

347 FG—Bridge of Weir Leather
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433 R—British Aluminium Co.,
Ltd., Norfolk House, St., James's
Square, London, S.W.I.
261 AM—British Belting and
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331 EM—British Piston Ring Co.,
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441 PQ—Metal Sections, Ltd.,

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338 FM—Metalastik, Ltd., Evington Valley Mills, Leicoster.

297 CO—Midland Motor Cylinder Co., Ltd., Dartmouth Road, Smethwick, Staffs.

278 AM—Morgan, Crossley and Co., Ltd., Manchester, 10.

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410 N—Thos. Parsons and Sons,
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V.I.

279 BM-J. Payen, Ltd., Edinburgh 279 BM—J. Payen, Ltd., Edinburgh venue, Trading Estate, Slough. 275 AB—L. E. Perei Auto Devices, ad., Sunbury-on-Thames, Middx. 442 PQ—F. Perkins, Ltd., Petersourt, Peterborough. 408 O—John Perks and Son (Forgangs), Ltd., Lye, Stourbridge. 421 M—G. D. Peters and Co., Ltd., Unoub. Ave Ltd

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242 O-Peto and Radford, 137 Vic-toria Street, London, S.W.1.

333 L-Phosphor Bronze Co., Ltd.,
P.O. Box 74, Bradford Street, Bir-mingham, 5.

262 AM-Projectile and Engineering
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262 AM C. Co., Ltd., Thessaly Road, London, S.W. 8.
417 M-Pyrene Co., Ltd., 9 Grosvenor Gardens, London, S.W. 1.
341 F-Qualicats, Ltd., Victory
Road, Derby.
255 AO-Quicktho Engineering,
Ltd., Point Pleasant, London,
AM 18

W.18. 371 HM—Rawlings Manufacturing o., Ltd., 106 Bedford Hill, London,

371 No. Co., Ltd., 106 Bedfore S.W. 12. 356 GM—Raybeston-Belaco, Ltd., Southwark Street, London, S.E.t., 414 N—Regent Axie Co., Ltd., Maries Street, P.O. Box No. 25, Chaing, Ltd.,

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414 N.—Regent Axie Co., Ltd.,
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243 O.—Renold Chains, Ltd.,
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247 O.—Ripaulis, Ltd., Southbury
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223 O.—Rubery, Owen and Co.,
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286 B.—Rubber Plastics, Ltd.,
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227 O.—Joseph Sankey and Sons.
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441 P.—Scintilla, Ltd., 20 Carlisle
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310 DL.—Self-Changing Gears, Ltd., Lythalls Lanc, Coventry.

296 C.—Serck Radiators, Led., Warwick Road, Birmingham, 11.

380 L.—Servais Silencers, Ltd., Ashford Road, London, N.W.2.

327 E.—Servis Recorders, Ltd., 19

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306 Dl.—Sheepbridge Engineering.

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351 FG—Siemens Edison Swan,
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343 F—Simmonds Aerocessories,
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245 O—Simms Motor Unius, Ltd.,
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264 A—Small and Parkes, Ltd., Hendham Vale Works, Manchester, 9. 251 O—S. Smith and Sons (England), Ltd., 50 Oxgate Lane, London, N.W.2. 358 G—S. Smith and Sons (Radiomobile), Ltd., Cricklewood Works, London, N.W.2. 376 J—Thos. Smith and Sons, Ltd., of Saltley, Birmingham. 8. 216 P—Smith's Stamping Works, Coventry), Ltd., Ribble Road Works, Humber Avenue, Coventry. 218 O—Soles, Ltd., 223 Marylebone Road, London, N.W.1. 430 M—Southern Forge, Ltd., 420 M—Specialloid, Ltd., 20 Black Bull Street, Leeds, 10. 239 O—Steedall and Co., Ltd., 164 High Holborn, London, W.C.1. 259 AM—Sterling Metals, Ltd., Gipsy Lane, Nuncaton, 334 EO—Sternol, Ltd., Royal London House, London, E.C.2. 290 C—Super Olf Scals and Gaskets Ltd., Birmingham, 30. 359 M—Tecalemit, Ltd., Plymouth, Devon. 404 NO—Telamite, Ltd., Bentham, 400 M—Telamite, Ltd., Bentham, 404 NO—Telamite, Ltd., Bentham, 404 NO—Telamite, Ltd., Bentham, 404 NO—Telamite, Ltd., Bentham, 404 NO—Telamite, Ltd., Bentham, 405 Metals, Ltd., Bentham, 406 No—Telamite, Ltd., Bent

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419 M—Thompson and Kaiche, Ltd. Glasgow.
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274 AB-D. J. (Tipon), Ltd., 81
Piccadilly, London, W.1.
431 M-Tip Top Vulcanizing Products, 330 Kennington Road, London, S.E.11.

S.E. 11. 292 C—Titanine, Ltd., Sheaveshill Avenue, London, N.W. 9. 409 O—Transport Brakes, Ltd., Bath Road, Bristol, 4. 329 E—Transport Engineering and Equipment, Ltd., P.O. Box No. 2. Willow Lane, Lancaster. 300 CM—Trico-Folberth, Ltd., Great West Road, Brentford, Middx. 332 E—Triplex Safety Glass Co., Ltd., 1 Albemarle Street, London, W.1.

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382 L—Hubert H. P. Trist and Co.
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423 M—Turner Manufacturing Co.
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260 A—United Dominions Trust,
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424 M—Universal Dampers, Ltd.,
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293 CM—Vokes, Ltd., Henley Park,
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226 O—Weathershields, Ltd.,
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219 O—Wellworthy, Ltd., Stanford
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407 O—Westinghouse Brake and
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401 N—Charles Weston and Co.,
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427 M—Whiteley (Rishworth), Ltd.,
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1317 DM—Willenhall Motor Radiator Co., Ltd., Peachells Lane, Willenhall, Staffs.
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363 H-Young Windows, Ltd.,
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425 M-Zahnradfabrik Friedrichshafen, A.G., Friedrichshafen, Boden-

hafen. A.G., see, Germany. 233 O-Zenith Carburetter Co. td., Honeypot Lane, Stanmore Transport Service Equipment

170 W-Aerograph-Devilbiss Co., id., 47 Holborn Viaduct, London,

188 Y—E, F. Allchin and Co., Ltd., 137 High Street, Birmingham, 6. 165 V—Armature Manufacturing Co., Middleton Road, Chadderton,

Co., Middleton Road, Chauderton, Oldham. 192 Y—A.R.O. Machinery Co., Ltd., 190 Canteinau, London, S.W.13. 159 SV—Automotive Parts and Accessories, Battle Road, Hailsham. 155 PU—E. P. Barrus (Concessionaires), Ltd., 12 Brunel Road, London,

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13—Motor Industry Research
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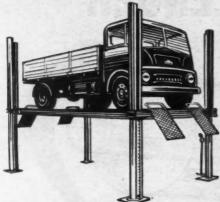
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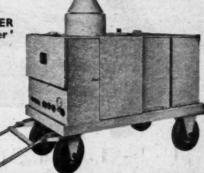
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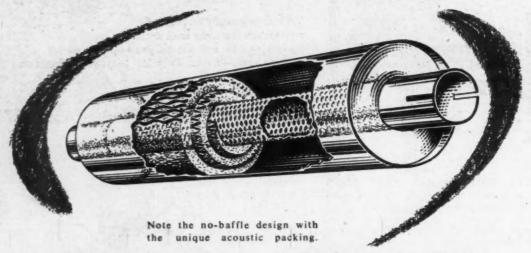
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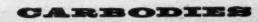
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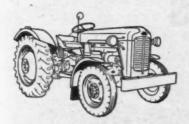
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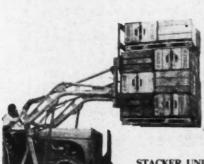
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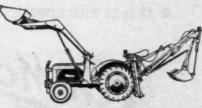
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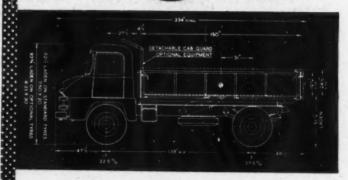
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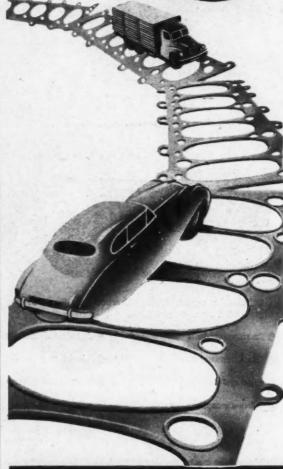
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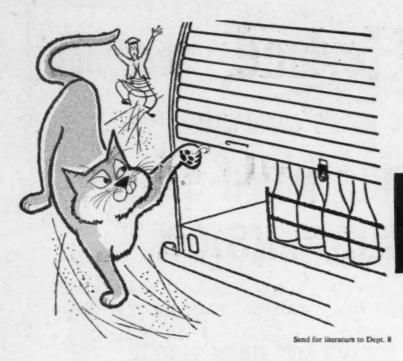
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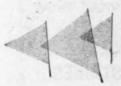
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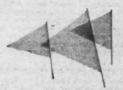
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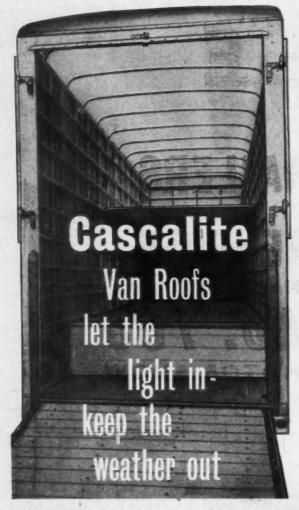


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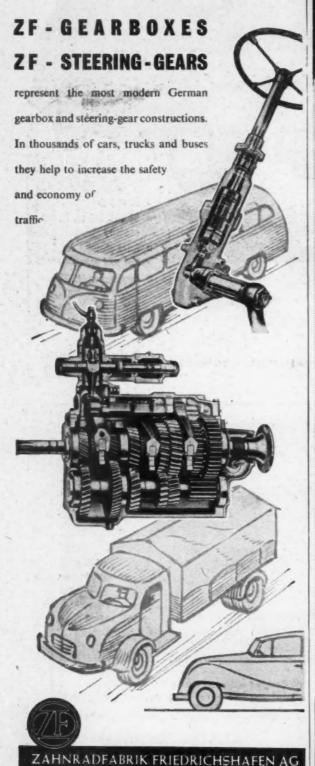
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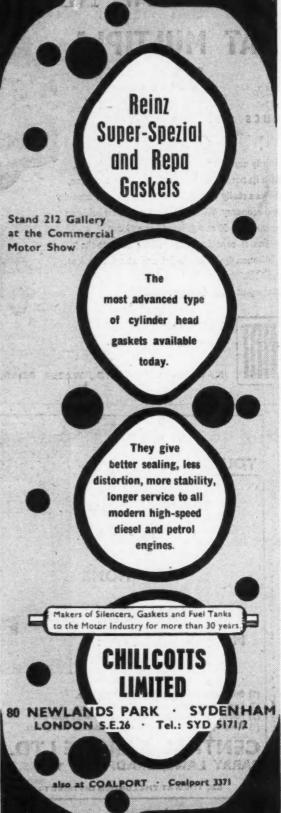
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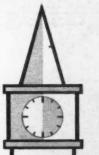
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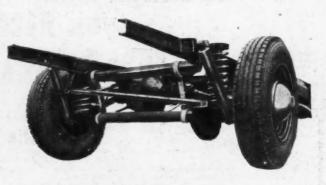
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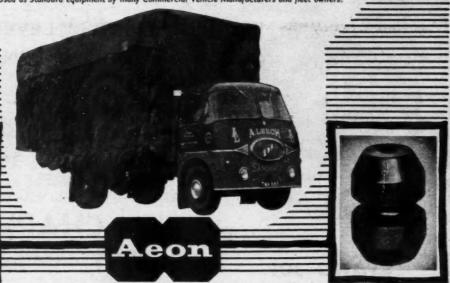
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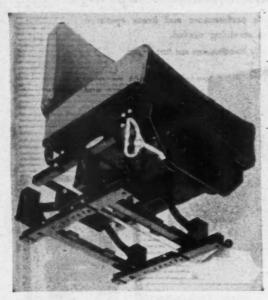
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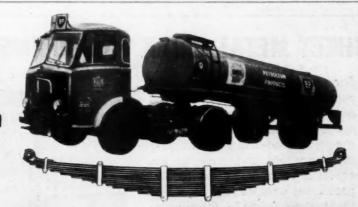
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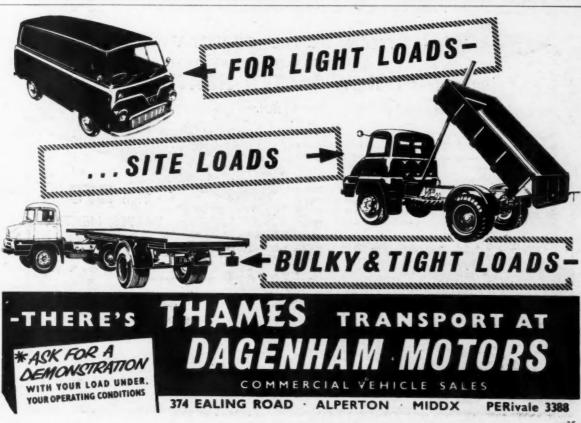
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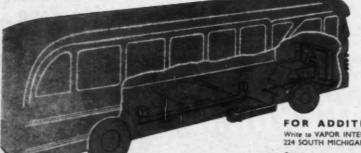
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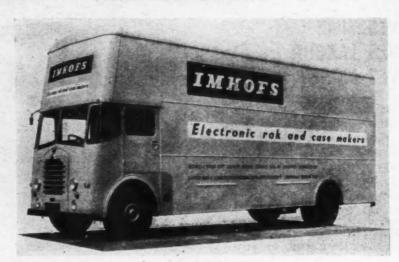
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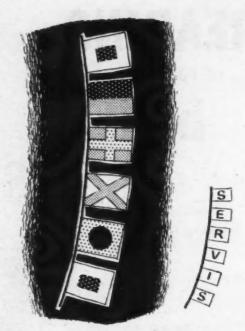
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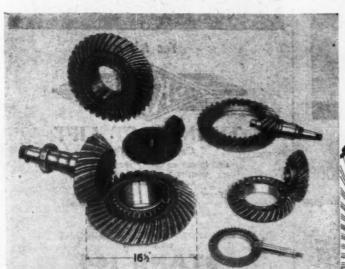
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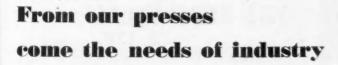
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Lima, 9th April, 1957
PERUVIAN OWNIBUS COMPANY LIMITED
J. BLUME T.
Principal of the Transport Separtment

The undersigned, PUBLIC NOTARY AND COMMISSIONER FOR OATHS, CERTIFIES that Mr. JUAN BLUME TRAVERSO, proving his identity with his electoral pagers number six hundred fourteen thousand five hundred and ninety four and his military pagers number eight hundred and seventy seven thousand six hundred and sixty two, was present in the offices of the aforesaid Public Notary, with the object of having legalised his signature in the DECLARATION which he has signed as Technical Principal of the Transport Department of the Peruvian Omnibus Company Limited, raitiying before me the said declaration which he now repeats and says as follows: "Herewith we wish to certify that Omnibus number two, of "SCANIA VABIS" make, Motor number sixty two thousand one hundred and seventy nine. Chassis number in niety one thousand nine hundred and seventy, which operates on the Lima-lea Line, has run one million and two hundred inhousand kilometres without it being found necessary to dismount the engine for repair", which he signs again in my presence, in Lima, on the thirteenth day of the month of April of the year one thousand nine hundred and fifty seven.

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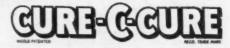


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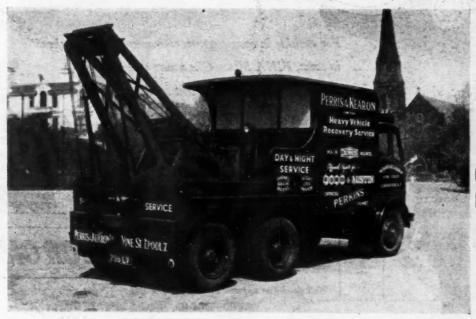


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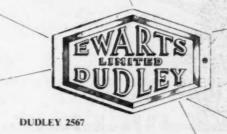
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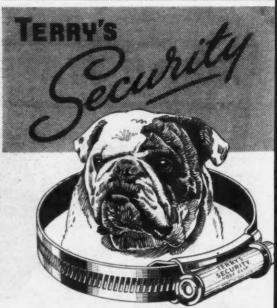
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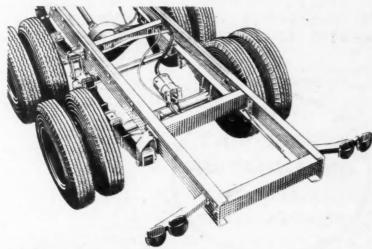
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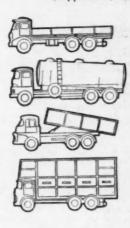


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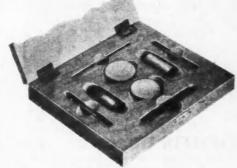


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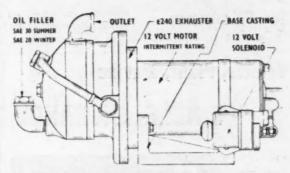
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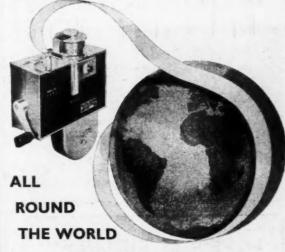


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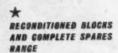
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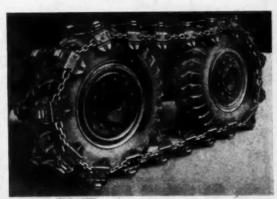


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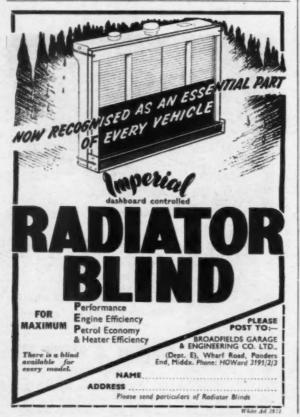
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CARLISLE. Millburn Motors (Carlisle), Ltd., Airport
Trading Estate, Kingstown.

Tel.: 25422-3

EDINBURGH. Joseph Wilkinson (Motors), Ltd.,
WAY 4181-3 EDINBURGH. Justin 2 Hope Crescent. WAY storm 2 Hope Crescent. Grimsby 7/181-2 Grimsby 57/81-2 Macaulay Street.
LEEDS. Stanley Hughes Co., Ltd., Lodge Garage,
Whitehall Road West, Gomersal. Dudley Hill 114
LEICESTER. Ford and Slater, Ltd., Gwendolen
Tel.: 36117

Road, Tel.: 36117
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Cambridge Heath Road.
SUITHAMPTON. Leonard Beer and Co., Ltd.,
Kingsbury Road.
WEST BROMWICH (Staffs). Cox's Motors (Hill
Top), Ltd., 127 Hill Top.

ATKINSON

DERBY. Kays of Derby, Ashbourne Road. Tel.: 40681 HEREFORD. Praills (Hereford), Ltd., Holmer Road. Tel.: 4221

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Western Lane, Baham.
NOTTINGHAM. Scotts of Nottingham, Ltd.,
Wollaton Works, Lambourne Drive. Deer Park 221-2
SUNDERLAND. Theatre Garage, Ltd., Low Row.
Sunderland 58282-3

AUSTIN

ABERDEEN. James Bowen and Sons, Ltd., Ashgrove Engineering Works, Back Hilton Road. Engineering Works, Back Hilton Road.

Aberdeen 43322
ALTRINCHAM. Arden and Bull, Led., Old Market Place.

BEXLEYHEATH. W. T. Richards
Ltd., 74-78 Broadway.

Tel.: 1666 BEXLEYMEATH. W. I. Indicate Ltd., 74-78 Broadway.

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Claughton 2436 Bidston Road.

BIRMINGHAM. Burton and Cole, Ltd., 103 Ruston Screet.

EDG 2911-2-3

BIRMINGHAM. Diesel Services, Ltd., 14 Holyhead Northern 4528-9

Pand Handsworth. BIRMINGHAM. Member Northern 1920-Road, Handsworth. Northern 1920-Road, Handsworth State Cross 1281 Ltd., Aston Road. State Road. Satch Shore 1544 North Shore 1544 North Shore 1544 North House." BRISTOL. Henlys (Bristol), Ltd., "Austin House," Victoria Street. Bristol 27757

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Exeter 58241 FOLKESTONE. Folkestone Motor Co., Ltd., 137 Sandgate Road. FOLKESTONE:
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Grimsby 5616t
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Cricklewood Broadway.

GLA 2234-7

N.W.9. Blackbird Hill Garage, Ltd., Blackbird

Hill, Kingsbury.

COL 6134-6 and 485

N.W.9. The Car Mart, Ltd., Welsh Harp. Edgware

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Maidstone 4272

MANCHESTER. Williams Motor Co. (Chortton.),
Ltd., 423 Barlow Moor Road, Chorlton-cun-Hardy. on-cum-Hardy. Choriton 7838 PORTSMOUTH. Haig's Motor Co., Ltd., Austin House, Granada Road. Tel.: 31294

PORTSMOUTH. Haig's Motor Co., Ltd., Austen House, Gransda Road.
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Cardiff 45691
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Croydon Road.
CROYDON. Croydon Automobile Co., Ltd., 390
THO 3688 London Road.

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S.E.20. Robin Hood Garage (Anerley), Ltd., 97-99

Croydon Road, Anerley.

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Edgware Road.

W.6. Lawson Pigott Motors, Ltd., 320-2 King
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Richmond Road, S.W.15.
LUTON. Plowmans, Ltd., 15 Hitchin Road.
Luton 2226

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B.M.C. BRIGHOUSE. The Service Garage (Brighouse), Ltd., Wakefield Road. Tel.: 520-1 and 383

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Teynham 286-7

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WEYBRIDGE. R. J. Shanks and Co., Ltd., Baker Weybridge 2288

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E.11. Denver Motors, Ltd., Harrow Road, Leyconstone.
MAR 3381-2.
N.17. High Cross Service Garage, Ltd., 116-18.
High Cross Road, Toctenham.
TOT 4317.
S.E.8. Lawler Motors, Ltd., Ffinch Street, Deprford High Street.
S.W.1. Warthmores, Ltd., 34 Victoria Street.
ABB 6092.
S.W.19. Commercial Motor Garage and Repair Co., Ltd., 255-265 Kingston Road, Merton Park.
MANCHESTER. Old Trafford Motor Eng. Co., Ltd., Talbot Road.
Trafford Park 0349.
PLYMOUTH. John H. Curno and Son, Par Street, Plymouth 6546.

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Tel.: 422 HUDDERSFIELD. Newtons of Huddersfield, Ltd., Tel.: 3311 Viaduct Street.

HULL. Commercial Motors (Hull), Ltd., Clarence
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LEEDS. Bolton of Leeds, Ltd., 14 Harrison Street,
Tel.: 36031-6 Briggate.
LEICESTER. Parrs (Leicester), Ltd., Abbey Lane.
Leicester 61511-7 LEVEN. T. McDonald and Sons, The Motor House, South Street. Tel.: 444-6 LONDON E.7. E. Rayment, Ltd., 340 Romford Road, Forest Gate. MAR 4772-N.W.2. Ferraris of Cricklewood, Ltd., 200-220 Cricklewood Broadway. GLA 2234-7 S.W.12. L. A. Mitchell (Motors), Ltd., 1 Balham High Road. BAL 2234 S.W.19. Commercial Motor Garage and Repair Co., Ltd., 255-265 Kingston Road, Merton Park. Co., Ltd., 255-265 Kingston Road, Merton Park. LIB 7611 W.S. Automotive Services, Ltd., 50a Overdale Road, Ealing. MUIR-OF-ORD (Ross-shire). Ben Motors, Ltd., Great North Road. Muir-of-Ord 301 NEWCASTLE. K. and B. Motors (Newcastle), Ltd., Tel.: 33273 SPALDING. H. Leverton and Co., Ltd., Broad Street
Spalding 322' g 3221 THORNTON HEATH (Surrey). Hayday Motors, Led. Mayday Road. Thornton Heath 3473-4 Ltd., Mayday Road. Thornton Heath 3473-4
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Forty Avenue. ARN 7771 WEST BROMWICH. Gee. H. Kendrick, Ltd. Carters Green. West Bromwich 0778 YORK. Hull Road Motors (York), Ltd., Hull Road. Tel.: 23997

E.R.F.

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Leicester 61511-7

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S.E.1S. W. J. Boyes and Son, Ltd., Blenheim Grove, Peckham.

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Blackfriars 9664
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E.7. E. Rayment, Ltd., 340 Romford Road, Forest MAR 4772-4

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E.18. Gates of Woodford, Gates Corner, Woodford.
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N.W.9. Blackbird Hill Garage, Ltd., Blackbird Hill,
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S.E.I. The Dispatch Motor Co., Ltd., Southwark
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S.W.Z. Adlards Motors, Ltd., 43-45 Acre Lane.

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WARRINGTON. Warrington Motor Co., Ltd., Bank Street. WEMBLEY. Campbell Symonds and Co., Ltd., Forty
ARN 7771

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LEICESTER. Mantle and Boarland, Chatham Street.
Tel.: 58167 MANCHESTER. Frank Needham, Ltd., Rugby Street, Broughton Lane. Blackfriars 3732-3 MANCHESTER. Williams Motor Co. (Manchester), Ltd., Trafford Street, Deansgate. Blackfriars 0679, 0670 and 4958

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WARRINGTON (Lancs). North Cheshire Motors.

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Tel.: 33271

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1956 H/B extension, heavy-duty equipment, 20-6t, flat, low mileace, 6695. H. E. Nunn and Co. Ltd, 282 Bury New Rd., Manchester. Phone, Broughton 2201.

1957 FORD 5-cwt. Thames van, duo colours, in 1957 very good condition throughout, £335.
1953-54 FORD 5-cwt., in very good condition for throughout, £150. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0036-8.

1951 P6 Diesel 5-ton long-wheelbase drop-side truck, one C-licence user only. £245.

M EADWAY COMMERCIALS. Bordesley Green Rd., Birmingham, 9. Victoria 4933.

1955 Thames. P6 Diesel. Sussex 8-ton 6-wheel truck, good condition, £400. Victory Motor Co., Winchcombe St., Cheltenham. Phone 55386. 779-x1418

1955 FORD 4D long-wheelbase drop-side truck with knockout price owing to storage space problem. £385. Phone, Wimhledon 3031.

A 1956 FORD Sussex 6-wheel Diesel van. 34,000 miles, one owner, fitted nearly new tyres, approx. 1,500 cu. It., aluminium body, no wheel boxes, the whole vehicle being in super condition, has not been working for the past aix months, £1,150.

CHURCH ROAD MOTORS, LTD., Hadleigh, Essex.
Phone, Had 5'271; night calls, Southend 47348.

1955 4D Diesel van with well for casv loading, milesue 5,000, e750. Also mobile shops. Photographs, exchanges. Lawton-Goodman, 155 Cricklewood Broadway, N.W.2. Gladstone 2226

1956 THAMES, P6, Anthony hoist tipper, 5 cu, yd., 33,000 miles, very good order, can be seen VERULAM MOTOR CO., LTD. St. Albans 56704.

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Portsmouth Rd., Guildford, Surrey. Phone, Guildford, Surrey. Phone, Guildford, Surrey.

1956, December, Thames S-ton 128-in-wheelbase duty frame, Fliot body and 3-ton end-tipping sear, steel-lined floor with 40-in, panelled sides, perfect tyres, at the right price, any demonstration.

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1947 FORD 7V boxvan, good body, £70.

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1957 FORD Trades 5-ton 6-cylinder petrol truck, 778-343

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1951 FORD 4D Diesel 5-ton short-wheelbase tipper, 5-cu.-yd. wooden drop-side body, one owner,

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TRADER 4D Diesel 4-ton chassis, fitted with 1,250-cu-ft, low-loading Luton body, new and unregistered, 1957 Thines 10-cut, van, perfect order, 12,000 miles, 1777 Trames 4-ton chassis, fitted 1,000-cu-ft, Luton body, recent reconditioned engine, very clean,

THAMES 15-cwt, chassis and cab, fitted builder's truck body, new and unregistered, ex works, £585.

HIRE-PURCHASE facilities available, deposit now only on-third.

A LL Thames models in stock for early delivery; any body built to your requirements.

MITCHAM LANE, S.W.16, Streatham 313.3-4, 778-402

1955 FORD 4D 5-ton long-wheelbase platform, good E. J. BAKER AND CO. (DORKING), LTD., 55-61, London St. Cherusey 2391.

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Thames 2-ton truck, standard wood body fitted Cost Cutter petrol engine, in first-class condition, guaranteed, £350.

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G.M.C. 6 by 6, good cab, banko axles. L. Thompson, 57 Lower Forbury Rd., Ports-779-x[443]

1952 GUY Otter with 4LK Gardner engine. Eaton double-drop-sided alloy body, 16 ft. 6 in., the whole which is in good condition, £75. Alma Garages (Bristol), Ltd., 74 Feder Rd., Bristol, 2.

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POR sale, low-loader INTERNATIONAL (1943) K.R8 engine unit with double reduction grarbox, Eagle 20-ton trailer, steel well with knock-out rear area, unladen weight 11 tons, view by appointment only. Hamiltons, Wadhurst, Sussex.

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4 X 4 Unregistered low-mileage ex-W.D. trucks, c/w winches if required. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477.

KARRIER Bantam tractor unit. Diesel, mileage 9,000, late 1957, £700, o.n.o. Capital Motor Co., Ltd., Remington St., City Rd., N.1. (Near Angel.) Clerkenell 7456.

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LAND ROVER model, excellent condition, low mileage, £450.

1954 October, LAND ROVER station wagon, fitted condition, £580.

LAND ROVER, excellent condition, many LAND ROVER, excellent condition, £580.

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1956 LEYLAND Octopus 8-wheel, double-drive, automatic lubrication in first-class condition and very good tyres.

WE also have coming in shortly a LEYLAND 8-wheel double-drive, year 1955, at a reasonable price. CAMPBELL PARK, LTD., Childwall Valley Rd., Galeacre, Liverpool. Phone, Gateacre 1331, 778-7

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SEDDON Diesel articulator with 23-ft. Tasker trailer, Choice of Mandalay Moguls, Mustangs and Militants.

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Used Goods Vehicles (contd.)

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1957 Or 1958 LEYLAND long-wheelbase overtype Commercial Motor." The Commercial Motor." The Try-x1445

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THREE unregistered MAUDSLAY 8-ton Diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 L. W. Vass. Ltd., Ampthill, Bedford. Ampthill 5122-870

MAUDSLAY Meritor Mark II, 7.7 A.E.C. engine, 5-speed box, good condition, £250. Pearl Street Garage, Sheffield 25139 and 37529.

1950 MAUDSLAY twin-steer, rebuilt 1957 with Mercury cab, 21-ft, drop-side body, 10,00 by 20 tyres. G. H. Kendrick, Ltd., Carters Green West Bromwich 1950 MAUDSLAY twin-steer, rebuilt 1957 with Mercury cab, 21-ft, drop-side body, 10,00 by 20 tyres.

MAUDSLAY 1946 4LW platform: Leyland 4-cylinder of Nottingham, Ltd., Lambourne Drive, Nottingham, Deer Park 221.

1947 MAUDSLAY Mogul, 20-ft. drop-side body, repainted and ready for work, cheap for quick RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel." 778-174

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1949 MORRIS 5-cwt., very good condition E125. Cavendish Motors, Cavendish Rd., N.W.6 Willesden 0046-8,

1953-4 MORRIS J-type 12-cwt, van. in exceptionally good condition throughout, £245. Cavendish Motors, Cavendish Rd., N.W.6. Willesden (0046-8, 778-273

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1950 SCAMMELL articulated unit, 6LW engine, 6speed box, air brakes, one owner since new,
in exceptionally clean and good order with choice of
25-4t, platform trailer or 25-ton low-loader trailer. Terms
25-ton low-loader trailer, articles
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1949 SCAMMELL rigid 8-wheeler, 24-ft. platform property of the scale o

J. W. HARDWICK AND SONS.

1942 And 1946 SCAMMELL unit, ex petroleum COX LANE, Ewell, Surrey. Ewell 1230.

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1948 SEDDON 7-ton platform truck. Perkins P6 engine, in fair condition for age, £220 o.n.o. Windovers, Ltd., Hendon, London. Phone. Colindale 718-6628

1953 SEDDON Mk. 5 long-wheelbase tipper, ready for work, £650, Below. 1955 SEDDON Mk. 5 long-wheelbase tipper, well shod, £400, Cottee and Edwards, Ltd. Nottingham.

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Used Goods Vehicles (contd.)

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1955 SEDDON 25-cwt. drop-side truck, fitted with perkins P3 engine, 29,000 miles, very good condition, £395.

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at reasonable prices.
SEDDON-TASKER articulated 10-tonner, 1949, one owner datachable trailer, cheap for quick sale.
NEW SEDDON models for immediate delivery, exchanges welcomed. Terms arranged.

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1948 Clean machine, flat P6, £220.

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1946 Flat P6, £150.
COUNTY GARAGE, CO., LTD., Lowther St., Carlisle, CPhone 24234, five lines.) Seven-day repair service.

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1955 steel body, 7.75 engine, 11-ft. 6-in. wheelbase,

1955 licence Metropolitan area, 8 tons 13 cwt.

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1954 either Tasker or Dyson semi-trailers, 22-ft.

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1954 GUY Orter, Perkins P6 engine, Eaton 2-speed agate, 16-ft, 6-in, timber body.

1953 SEDDON, Perkins P6 engine, 16-ft, 6-in, body, choice of three.

1951 FODEN, Gardner 4LK, 19-ft, body with 18-in, 1951 THORNYCROFT, Albion Chieftain engine, 15-ft, 6-in, imber body.

1949 ensine, 21-ft, timber body.

1949 ensine, 21-ft, timber body.

1949 ensine, 21-ft, timber body.

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A licence 4 tons 16 cwt, Yorkshire, North West and East Midlands areas, 41,550.

Midlands areas, 41,550.

BUPPORD Scammell articulated forry, Perkins with special A licence North West area, price 61,850, or will split.

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1941 A.E.C. Monarch 10-ton long-wheel hours are 7.7 engine. with 10-ton long-wheel hours 2.7.7 engine.

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PORK lift trucks; 3,000 to 5,000 lb capacity, 9-ft, and 12-ft, lift, also Morris Versitile 5-ton mobile cran electrically operated, with Perkins Pd Diesel unit mounted of 4-wheel chausit, all in new condition.

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Atkinson Vehicles, Ltd., Stand No. 99 during the
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New ArtkinSON L1786A A.E.C. 11.3-litre 17-ton
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NEW BEDFORD 7-ton short-wheelbase tipper, Diesel, U-shaped steel body, 9.00 by 20 tyres, 2-speed axle, mediate couly, 5.00 by 30 tyres, 2-speca arise, 1940 platform body, in fair condition throughout.

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A35 Vans. choice of colour.

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LEYLAND Hippo e-wheel, double-drive, 18-ft.
ANY of the above machines can be supplied with
Metropolitan, East Midland or North Western area
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1956 FORD D 12-ft, hydraulic tipper, high-sided.

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FODEN 8-wheel, double-drive, 22-ft. steel body, hydraulic tipper, 2-stroke engine, very

NEW DODGE 7-ton 15-ft. hydraulic tipper, new type, or long-wheelbase 20-ft. fint, can be supplied with special A licence, Yorkshire or East Midland area.

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TRADE for Will hire, Gloucestershire, Somerset, Devon and Cornwa'l.

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LEYLAND Octopus, 1952 long-wheelbase drop-side, good condition throushout, 23,750.

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BEDFORD-BOYS rigid 6-wheeler, Leyland engine, s-speed gearbox, 21-ft, wood drop-side body or bodywork to specification, 22-2428 lls. Id., chassis and cab

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A.E.C., Mercury long-wheelbase, takes 21-ft. body.

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BEIFORD 10-12-cwt. drop-side, separate cab, pick-up EBFORD 7-ton U-4shaped steel tipper. R6 engine, 1 and 1

FODEN 14-ft, 6-in, wheelbase double-drive 8-wheeler, 61.W Gardner engine, chassis and cab and tipping gear, body to purchaser's specification.

LONG WHEELBASE.

EYLAND Comet long-wheelbase 1951, normal con-trol, good condition throughout, 18-ft. platform body. Delto, good condition throushout, 18-tt. platform body, 2600. FPID 1953 A-type Lu'on van, exceptionally good condition, etcl of centine, just fitted with new body, 1951. The condition of the co

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VORK new 10-ton 25-4t, platform trailer, S.A.E. coupling, 9.00 by 20 tyres, £728.

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1958 KARRIER 2-ton platform body, petrol, ex stock.
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Sept. 26, 1958—THE COMMERCIAL MOTOR 233 (Supplement)

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1954 AUSTIN 3-way van, C-licensed operator, first-class condition, £165.
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FIVE BEDFORD QL 4 x 4 950-gal, refuellers, price £175 each.
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USED GOODS VEHICLES. TWO LOW-LOADING 8-WHEEL 10-TON TRAILERS. 20-FT. LONG, EXCELLENT CONDITION.

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1957
DODGE, n. body.
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A.E.C. Twin Steer, 9.6 engine, 20-ft. platform body.
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195 SEMI-TRAILER insulated-container van, 22 ft. 6 in. by

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BEDFORD 5-ton long-wheelbase true
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1947 Albion, CX5, long-wheelbase, one owner, Scammell tractors, 15, 20 and 45 tons, choice

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45-TON SCAMMELL tractor.

FODEN 6-wheeler, double drive, 6LW Gardner.

CORD Luton van. 1,200 cu. ft., cheap.

25-TON Eagle low-loading trailer, 1400 by 20 tyres.
18 ft. by 8 ft., full air brakes, Scammeil coupling.
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SCAMMELL trailers, 20 ft., from £100.
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Sept. 26, 1958—THE COMMERCIAL MOTOR 235
(Supplement) Used Goods Vehicles (contd.)

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1953 FODEN 6LW 12-ton double-drive drop-side miles make ideal itipper and seven by the seven by

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NEW GUY Warrior 15-ft. 9-in. wheelbase chasis-cab. JEW DODGE 3146Y chassis-cab.

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1957 AUSTIN 152 van, low mileage, £495.

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A USTIN 5-ton long-wheelbase tipper, P6 Diesel, first registered 1947.

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MODERN SELECTED VEHICLES

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DEDFORD 1986 5-ton P6-engined tipper, short wheel-base, excellent order, ready for work.

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COUNTY OAK SERVICE STATION, LTD.

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BOYS third axles for all Comets and Beavers. Ask your

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coach, good condition, E.G. 986
Ltd., The Moor, Falmouth. Phone, Falmouth 1334
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BEDFORD Vista Duple 29-seater coach, fitted with special high-back seating, complete with certificate of threes until 1964, one owner, in first-class condition throughout, any demonstration, £650.

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1948 BEDFORD Vista, certified 1961, reconditioned only fair, excellent coach considering year, £475. Please write or call, Pottage, Chapelthorpe, Wakefield, Yorks.

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1956, June, 41-seater Super Vega, quarter lights, heaters, etc., wall maintained. Ronsay Coaches, Ltd., Hemel Hempstead. Phone, Boxmoor 3901, 779-x1325.

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cate of filness 1960.

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1949 BEDFORD 29-seater Duple Vista, heater fitted, finished blue and cream, certificate of fitness

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1959, price £250.

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BEDFORD Super Vega, Ritted 39 seats, two

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1954 November, COMMER Avenger, 33 seats, Ali
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1948 Registered A.E.C. 7.7. Burlingham 33-seater coach, certificate of fitness, December, 1959.

ALWAYS a good selection of coaches suitable for workmen and travelling shops, we invite your enquiries, HIGH-BACK conversions, trimming, painting, accident repairs and cleaning speedily executed. 778-129

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1947 LEYLAND PDI chassis, 7.4-litre Diesel engine, deck bus, certificate of fitness from 1959 to 1961.

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Number of LEYLAND TSR ONLY.
Recognized Number of LEYLAND TS8 chassis with 7.4 Diesel power unit, and fitted with 1949 Duple high-back seating conclivors.

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1948 A.E.C. super luxury coach, Burlingham body, immaculate condition throughout, 9.6 engine and air brakes, £495. Burlingham body A.E.C. full 7.7 engines, £425. Fitted with Windover DENNIS 35-scater coach, certified and in excellent condition, fitted Dennis Big 6 Diesel,

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BRISTOL 35-seater bus, Gardner 5LW engine and 5-speed gearbox, in new condition, £595.
DAIMLER 33-seater full-front Plaxion super coach, immaculate condition throughout, certified late 1950 bodies by Burlingham, Duple and Plaxion, in first-class order and condition, £340 each, a very lovely feet of vehicles, ervice buses, 7.7 Diesels, 1947 A.E.C. 33-seater structure, 2595.
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A and ready to go to work.
We have 350 vehicles for you to choose from.

OVER 100 single- and double-deckers from £100 each.

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1953, March, BEDFORD 36-seater, fawn fioral moquette, exterior grey-fawn, roof lights, 1950 MAUDSLAY, A.E.C. 7.7 engine, 33-seater, all round, red moquette, exterior red, maroon, white, certheate of htmes to December, 1955 Thurson body, 1950, blue moquette, exterior blue, certificate of htmes to December, 1955 Thurson body, 1950, blue moquette, exterior blue, certificate of finess to 1961. 1950. May, DENNIS 35-seater Whitson coa exterior brown-cream, certificate of fitness

April, 1960.

1950. February, BEFFORD 29-sealer Visia, green root, certificate of fitness to December, 1958.

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May, 1989.

November, MAUDSLAY Mark II, fitted with 1947, A.E.C. 7.7 Diesel engine, 35-seater Duple, red mouette, exterior red-cream, clock, heater, sliding roof, certificate of fitness December, 1961.

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ALBION-DUPLE 35-seater luxury coach, specimen condition.

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LARGE SELECTION OF BEDFORD, COMMER, ALBION, A.E.C. COACHES SUITABLE FOR THE TRANSPORT OF WORKMEN OR FOR CONVERSION TO TRAVELLING SHOPS.

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Number of LEYLAND P31, fitted with Belibouse Hartwell and Duple Ambassador bodies. Number of 1955-6-7 BEIFORD petrols, 36-41-scaters for delivery November.

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TWO COMMERS fitted with Duple body for immediate BEDFORD Vegas 41-scater Duples for immediate delivery.

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1949 ALBION full-front 31-seater, petrol, certified to 1949.

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BERNARD KENYON. Clerk of the County Council.

County Hall,

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Sept. 26, 1958-THE COMMERCIAL MOTOR 251

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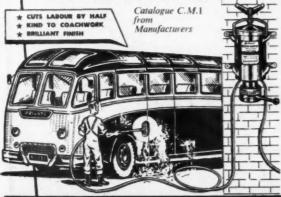
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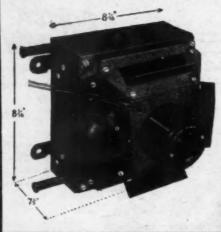
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